

# CITY OF RIALTO GENERAL PLAN

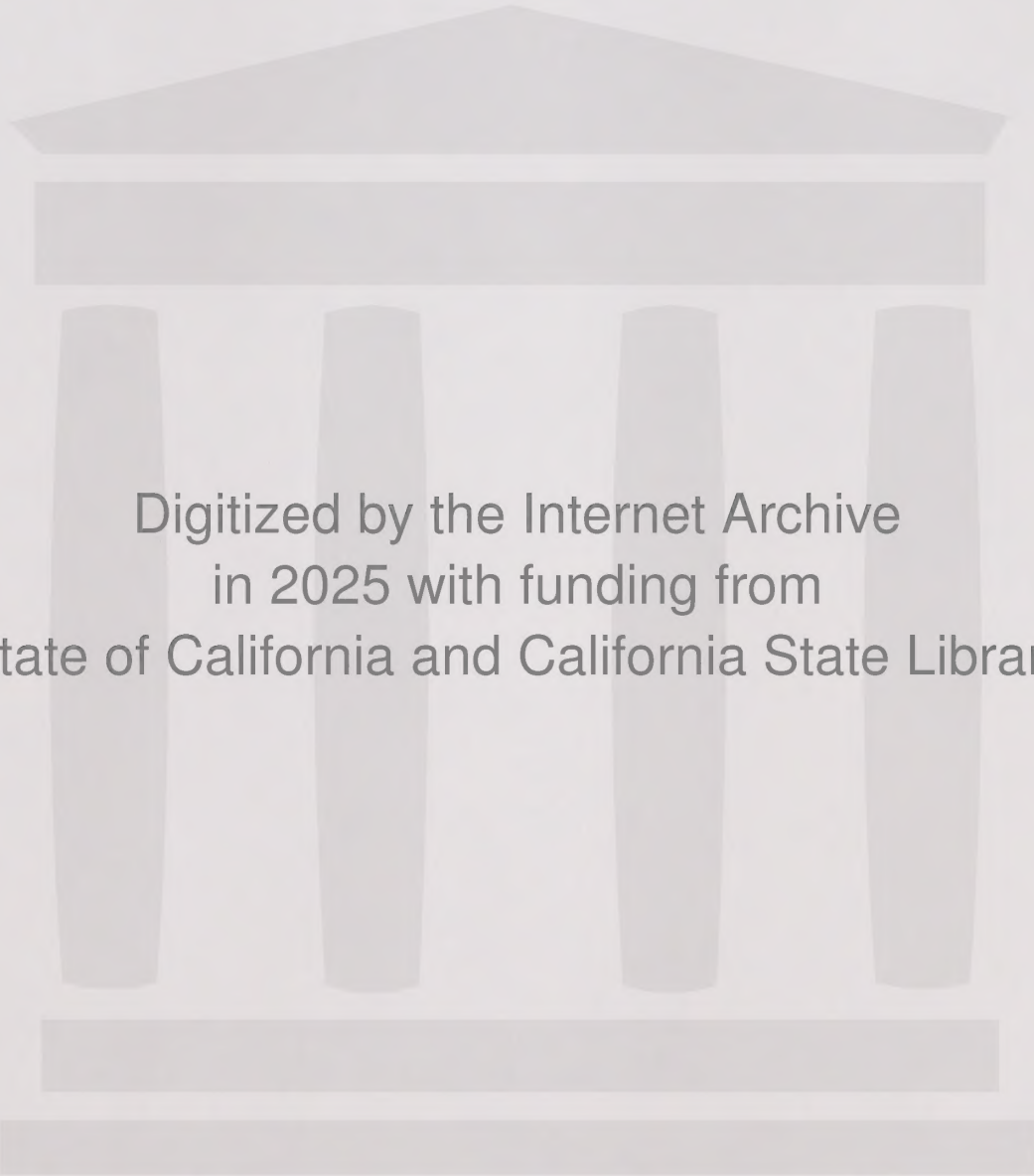
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**DRAFT**  
**CITY OF RIALTO GENERAL PLAN**  
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# CHAPTER I

## INTRODUCTION

### 1.0 REQUIREMENTS OF THE GENERAL PLAN

California law requires each city and county to have an adopted General Plan. The law specifies that each jurisdiction's General Plan address seven issue areas: land use, circulation, housing, conservation, open space, noise and safety. Within the Rialto General Plan these issue areas are addressed in the following manner.

- o Land use issues include a discussion of current land uses within the City, development trends, and a future land use plan for the City of Rialto and its Sphere of Influence.
- o Transportation routes, including the proposed Route 30 Freeway in Rialto, design standards for streets, as well as current and future traffic levels on city streets, and plans for the Rialto Municipal Airport are among the issues covered in the Circulation Element.
- o The Housing Element looks at current and future need for housing units, the capacity in the City for additional units, the types of households that will need some form of assistance or special housing, and ways to conserve existing housing.
- o Conservation issues concern natural and man-made resources in the City: plants, animals, and cultural resources.
- o Open space issues include a discussion of parks and recreation resources.

- o Existing and future noise from traffic and other activities are issues discussed in the Noise Element of the General Plan.
- o The Safety Element of the General Plan analyzes conditions in the City that may be hazardous to those who live and work there, such as fires, earthquakes, hazardous materials, and the airport safety zones.

Each of these issue areas have goals and policies designed to provide a safe and pleasant environment within the City of Rialto into the future.

Rialto's General Plan contains eleven chapters that cover not only the seven issue areas as required by state law and described above, but also several optional chapters. These optional elements include: Economic Development, Redevelopment, Community Design, and Historic Preservation.

### 2.0 PURPOSE OF THE GENERAL PLAN

The General Plan provides comprehensive planning for the future. A General Plan usually covers a twenty year time period. Estimates are made about future population, household types and employment base, so that plans for land use and facilities can be made to meet changing needs.

Each issue area covers a certain aspect of the city's growth and development. But they are consistent with each other and, taken together, provide a guide for all aspects of planning for the future. This does not mean that the plan never changes until it is updated for the next twenty years. As time passes, certain assumptions made in the General Plan may no longer be valid, due to changing circumstances or new information. State law provides for this by allowing amendments to the General Plan.



### 3.0 ORGANIZATION OF THE RIALTO GENERAL PLAN

The Rialto General Plan consists of four separate documents - the Synthesis Report, the General Plan document (which addresses those issue areas discussed above), the Environmental Impact Report, and the Implementation Strategy Report.

The Synthesis Report serves as a "State of the City" report, providing information on existing conditions. This background information is the basis for issues identification in the General Plan document. The General Plan document contains eleven chapters which address issue areas within the City; within each chapter there are a number of sections. The first section is the introduction which briefly describes the scope of the Chapter. The remaining sections contain the goals and policies that address each concern within that issue area. In some chapters where there are issues specific to a certain neighborhood, the goals and policies are grouped by neighborhood. The Environmental Impact Report documents how the proposed plan would affect the environment. It also offers a variety of alternatives which citizens can use to compare the plan's effects. Finally, the Implementation Strategy Report provides implementation measures which identify specific strategies for attaining the goals and policies identified in the General Plan document.

### 4.0 GENERAL PLAN PHILOSOPHY

Rialto's approach to the General Plan emphasizes six philosophical issues:

1. The General Plan must be developed by the same citizens it seeks to serve if it is to be effective. It cannot be imposed artificially on the citizens. The effort leading to this General Plan included start to finish participation beginning with a citywide survey; a series of Citizen Advisory Committee (CAC) meetings; workshops with the Planning Commission and City Council; and a series of conventional public hearings.
2. The Plan must reflect the uniqueness of Rialto. Throughout its length, the General Plan has been written to recognize and reinforce the same characteristics which make Rialto unique: healthy respect for Rialto's heritage; protection of the small town character; and recognition of the institutions which have shaped Rialto physically and socially.
3. The Plan must be written in an easily understandable fashion. This means simply that no buzzwords have been used, technical terms have been defined in a glossary, and assertive policies have been tied to a specific target or goal.
4. The Plan must be technically competent. Upon completion, the General Plan will not only meet but far exceed the minimum requirements of California State Law. In addition to the minimum requirements, the Plan includes chapters addressing Economic Development, Redevelopment, Community Design, and Historic Preservation.
5. The Plan must also recognize the strength and value of neighborhoods. Wherever possible, the text is divided into both citywide and neighborhood policies. This organization reflects the City's commitment to the validity of neighborhood-level planning.

## **5.0 CITIZEN PARTICIPATION**

The Citizen participation program for the Rialto General Plan was organized into three separate phases. Every effort was made to ensure that all residents were given the opportunity to participate in the General Plan Update Program. Each phase of the program is described below:

- o A citywide survey was conducted at the onset of the Update Program.
- o A Citizens Advisory Committee (CAC) was established, several meetings were held with the CAC to determine direction and strategy for the General Plan.
- o Interviews were conducted with key department heads, Planning Commissioners, and City Council members.







## CHAPTER II

### LAND USE

#### 1.0 INTRODUCTION

The State of California Government Code Section 65302(a) requires that a General Plan include:

"...a land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas...."

In addition, Public Resources Code Section 2762(a) states:

"...within 12 months of the designation of an area of statewide or regional significance within its jurisdiction, every lead agency shall, in accordance with State policy, establish mineral resource management policies to be incorporated in its general plan...."

The Land Use Element has the broadest scope of any of the required components of the General Plan. In addition to the requirements listed in the Government Code, above, it has also been established that, while the location of a particular land use may be expressed in general terms, a property owner must be able to

identify the General Plan designation for his or her parcel from the land use diagram contained in the Land Use Element.

The City of Rialto Land Use Element serves as the framework for the goals and policies contained in the other elements.

The primary implementation mechanism for the Land Use Element is the Zoning Ordinance. For this reason Section 65860 of the Government Code requires that the Land Use Element and Map be consistent with the Zoning Ordinance and map.

#### 1.1 Land Use: Issues and Opportunities

Prior to beginning work on revising the City of Rialto's General Plan, an extensive effort was made to identify citizens' concerns for the future of their City. A survey questionnaire was mailed to a sample of the population and the returns analyzed, interviews with leading citizens were conducted, and the General Plan Citizens Advisory Committee devoted an entire meeting to defining the issues facing their City. All of these sources are reflected in the specific goals and policies of the General Plan elements; a summary of those which affect the Land Use Element follows:

- o There is a plentiful supply of vacant land remaining in the City, more than a third of the City's land has yet to be developed. All of this vacant land represents a significant opportunity to design the future of the City by planning for desired uses still to be developed, thus shaping the Rialto of the future.



- o There is insufficient land set aside for parks, recreation and open space according to the standards adopted by the City, and supported by the testimony of the citizens. Although the funding to acquire land for these needs has yet to be identified, the Land Use Element will show the general areas where future parks and open space should be located, and the types of facilities needed to serve existing and future residents. In addition, in order to enhance recreational opportunities available to residents, the City proposes to encourage private recreational facilities by designating areas for commercial recreation. (Please refer to Chapter VII, Open Space and Recreation Element for further detail.)
- o The City has made a successful effort to provide a wide range of housing units appropriate to a diversity of residents' socio-economic requirements. High density housing, except that provided for senior citizens, has brought a number of problems to the City. As a result, extending high density residential land use is not now viewed as desirable by most citizens. Because there is sufficient land available within the medium high density designation, future housing, such as affordable housing, can be readily accommodated. (Please refer to Chapter VI, Housing Element, for further discussion.)
- o In order to improve the jobs-housing balance, the City has zoned a large portion of its vacant land for industrial uses of varying intensity. To insure that future industries locating in the City are aesthetically pleasing as well as beneficial to the local economy, the City proposes a new industrial land use zoning category, the Planned Industrial Development zone.
- o The City has extensive spheres of influence contiguous to its northern and southern boundaries. When this land is annexed to the City, it will have significant impacts on public facilities, circulation and other components of the General Plan, dependent on the nature of future development. The Land Use Element will address this issue, but because there are no firm plans for these spheres, only general statements can now be made on the future effects of these possible annexations.
- o The City has adopted Specific Plans for four areas, totalling about a fifth of the City's land. As is required, these Specific Plans depict existing and future uses with detail and precision. These specific planned areas must be functionally interrelated with the City as a whole within the context of the Land Use Element.
- o Caltrans, the state transportation agency, has proposed an extension of Route 30 which would run east and west through the City, parallel to Highland Avenue. Although there would be significant opportunities and constraints for land use as a result of the new freeway, the Land Use Element can only estimate these changes, for neither the local street intercepts nor the schedule for construction in Rialto is known at this time, so that more precise planning for the freeway cannot now be finalized.

- o A commuter rail line has been proposed between the City of San Bernardino and downtown Los Angeles. The Rialto Economic Development Department has planned for several possible locations for a commuter station, parking, and related activities. As yet, however, the Regional Transportation Commission has not chosen between the two available rail lines in central Rialto, the Pacific Electric/Southern Pacific or the Atchison, Topeka and Santa Fe. Until that decision is made, neither the final location of the transit station nor plans for its immediate environs can be completed.
  - o As discussed in the "Redevelopment Element," the City has adopted four redevelopment areas, proposing the revitalization of about a third of the City. Three of these areas, Gateway, the Downtown and Agua Mansa areas, are roughly coterminous with the Specific Plan areas. Industrial Redevelopment Subareas A and B involve land which has no Specific Plan. It is important to note that there is a proposed Comprehensive Land Use Plan for the Rialto Municipal Airport. As with Specific Plans, Redevelopment Plans and the RMACLUP must be related to land use within the City as a whole.
  - o Rialto lies close to two significant potable surface water sources, Lytle Creek and the Santa Ana River. In addition the City is underlain with aquifers, another important source of pure water. Land uses above or beside water resources must guard against their pollution and must, in turn, be protected against rising waters in flood periods. (Please see Chapter X, Conservation, 2.0 Water, for further detail.)
  - o The State has designated eight areas within the City as containing regionally significant mineral resources. (Please see Chapter X, Conservation Element, 4.0 Mineral Resources, for further detail.) It is the responsibility of the City to preserve access to these resources, as feasible, and ultimately to oversee the reclamation of mining sites for other uses after mineral extraction is completed.
- Constraints resulting from man made structures and activities include the following:

## 1.2 Land Use: Constraints

The constraints on potential land uses within the City are divided between those that are a part of the City's natural endowment, and those which result from man-made structures and activities.

In the first category, natural features:

- o The Alquist-Priolo Zone in Rialto defines that part of the City believed to be particularly

vulnerable to seismic activity, and thus limited in the types of structures and human activities it should support. (For further detail, please refer to Chapter XII, Safety Element, 2.0 Geologic Hazards.)

- o Rialto contains three sanitary landfills, one in the northwestern part of the City, the Mid-Valley County Landfill, and two to the southeast, the Yeager and the City Landfills (the former of which is a private landfill). In order to protect Santa Ana River waters, the southeastern landfills have limited use. The County of San Bernardino plans to expand the facilities at the Mid-Valley Landfill, in the northwestern area of the City, which



is actively being used at the present time. Closing of the landfills and reclamation of the land for other uses must be considered in the City's long range planning, but in the immediate future the concern is to buffer the landfills with compatible activities while ensuring unimpeded access to the facilities for refuse trucks and other vehicles.

- o The Rialto Municipal Airport represents both opportunities and constraints for the City. The constraints include preserving the Airport's Referral Areas and Safety Zones (formerly considered the clear zone) and prohibiting noise sensitive land uses within the area enclosed by the contour lines indicating State mandated maximum noise levels for sensitive uses. (Refer to Chapter XI, Noise, for further discussion.)
- o A number of the industries located within the City employ hazardous substances in their manufacturing, storage and transportation processes, and some industries must dispose of hazardous wastes. Transportation, storage and use of these substances may require special consideration within the Land Use Element. (For further detail please refer to Chapter XII, Safety, 5.0 Hazardous Materials and Waste.)

## 2.0 Land Use Designations

The City of Rialto General Plan Update Map displays land use designations which correspond closely to the land use categories contained in the City's Zoning Ordinance, as well as the regulations for land use in the Specific Plan areas. The land use designations indicate the nature, density and intensity of development permitted for each land use category. The location and extent of land uses for each designation is shown on the Rialto General Plan Update Map.

## 2.1 Residential Land Uses

Table II-1 displays equivalent zoning categories for the residential land use designations. As indicated, the zoning categories are found in the Rialto Zoning Ordinance or in each of the several Specific Plans. Population densities shown in the Table are based on Rialto's average household size of 3.172 persons per household as estimated by the California Department of Finance for January 1, 1990. This figure is multiplied by the permitted number of dwelling units, then rounded to the nearest whole number to indicate the estimated population per acre in each of the land use designations or zoning categories. A description of each classification follows.

### Rural Residential

Rural Residential is a very low density residential land use designation permitting no more than 2 detached single family dwelling units per acre. At this time there is no land within incorporated Rialto which carries this designation; rural residential is found only in the southern sphere of influence, in the Bloomington area. Within the Rialto Zoning Ordinance, only the Agriculture Zoning District, A-1, corresponds with the Rural Residential land use designation, as described below.

Agriculture, A-1 allows only one detached single family dwelling unit per acre, although accessory buildings common to agricultural uses are also permitted on the minimum lot area of one acre.



TABLE II-1

**LAND USE AND ZONING EQUIVALENCE  
RESIDENTIAL**

<u>General Plan</u>	<u>Zoning Ordinance</u>	<u>Central Area Specific Plan</u>	<u>Northwest Specific Plan</u>	<u>Density of Dwelling Units</u>	<u>Per Acre Population<sup>1</sup></u>
Rural Residential <sup>2</sup>				0 - 2	0 - 6
Low Density	PRD-D			0 - 3	0 - 10
	A-1, Agricultural			1	3
	R-1 A-10,000			2.5	8
Medium Density	PRD-D			3 - 6	10 - 19
	R-1A, R-1B		R-1A, R-1B	3.7	12
	R-1C	SFR	R-1C	3.9	12
			R-6,000	5	16
Residential, Medium High	PRD-A			6 - 12	19 - 38
	MHD			6 - 7	19 - 22
High Density	PRD-A			13 - 21	41 - 67
	R-3	MFR		16	51
	R-4	R-X		21	67

1. Estimates based on 3.172 persons per household: California Department of Finance 1/1/90.
2. Presently, there is no Rural Residential land use designation within the City of Rialto.

**TABLE II-2**  
**ACRES OF RESIDENTIALLY ZONED LAND**

<u>Zone</u>	<u>Developed</u>	<u>Vacant</u>	<u>Total</u>
A-1	64.25	27.50	91.75
R-1 A-10,000	193.14	69.47	262.61
R-1A	851.28	244.79	1096.07
R-1B	1043.66	229.60	1273.26
R-1C	2024.13	204.87	2229.00
R-6000	69.00	94.70	163.70
PRD-D	65.29	0	65.29
SFR	21.83	0	21.83
PRD-A	15.89	28.05	43.94
MHD	224.72	0	224.72
R-3	196.29	57.55	253.84
MFR	74.49	0	74.49
R-4	19.52	4.37	23.89
R-X	<u>15.73</u>	<u>9.57</u>	<u>25.30</u>
TOTALS	4879.22	970.47	5849.69

### **Low Density Residential**

Low Density Residential land use designates areas in which the permitted density is no more than three single family detached houses to the acre. Only two residential zoning categories, R-1 A-10,000 and PRD-D, fit within the Low Density Residential land use designation.

R-1 A-10,000 Single Family in the City's Zoning Ordinance allows 2.5 single family detached dwelling units to the acre, thus falling within the land use Low Density designation. The minimum lot size in this zone is 10,000 square feet.

Planned Residential Development-Detached (PRD-D) District is a zoning category intended to "provide for the general control of design of detached planned residential development, including but not limited to cluster housing...and to develop standards, procedures and guidelines to provide a more flexible method whereby sufficiently large and properly located land areas can be developed, employing more innovative and imaginative land planning concepts than would be possible through the strict application of R-1 zoning subdivision regulations," as stated in the Rialto Zoning Ordinance. The permitted density within a PRD-D District is flexible, with maximum densities determined by the General Plan land use designation within which the District is located. PRD-D can, therefore, take on any of the land use designation densities listed in Table II-1 although, realistically, it would probably only be applied within the single family detached residential land use designations, Low Density or Medium Density. In that case, the maximum permitted density for PRD-D could range from 1 to 6 units per acre.

### **Medium Density Residential**

Medium Density Residential land use designates residential areas with a maximum of six single family detached houses to the acre. A glance at the Land Use Map will show that this is by far the predominant residential land use in the City, and is implemented through a number of zoning districts incorporated into the City's Zoning Ordinance, as discussed below.

R-1A Single Family permits a minimum lot size of 8,400 square feet which allows 3.7 dwelling units to the acre. The minimum average house size in this zone is 1,600 square feet.

R-1B Single Family carries the same densities and minimum lot sizes as R-1A, above; the only difference in the two zones is in the minimum average house size which, in R-1B is 1,400 square feet.

Zone R-1A - Residential in the Northwest Residential Specific Plan area carries the same density as R-1A in the Rialto Zoning Ordinance, 3.7 dwelling units per acre. The Specific Plan describes Zone R-1A as accommodating "...larger Single Family detached homes...." with a minimum house size of 1,600 square feet.

Zone R-1B - Residential (Minimum 8,400 Square Foot Lot) in the Northwest Residential Specific Plan area carries the same density as R-1A and R-1B in the Rialto Zoning Code, and R-1A in the Northwest Specific Plan, 3.7 dwelling units per acre. The minimum house size is 1,400 square feet, and the zone is described as "...accommodating large Single Family detached homes...."



R-1 C Single Family Zone in the Rialto Zoning Code requires a minimum lot size to be 7,700 square feet which permits a density of 3.9 dwelling units to the acre. The minimum average house size is 1,200 square feet.

Zone R-1C - Residential (Minimum 7,700 Square Foot Lot) in the Northwest Residential Specific Plan area is, as the title indicates, the same density as R-1C in the Rialto Zoning Code, 3.9 units per acre. The Northwest Specific Plan notes that this planning zone will accommodate "...medium Single Family detached homes on individual lots...." The plan specifically intends this zoning use to be for 'move up buyers', with a minimum house size of 1,200 square feet.

Single Family Residential (SFR) is found in the Rialto Downtown Area Specific Plan in which it is explained that the zones found in this Specific Plan are the "near equivalent" of related zones in the Rialto Zoning Ordinance. The zone corresponding to SFR is R-1C, and the site development standards for SFR are identical to R-1C, therefore SFR yields the same density, 3.9 units per acre, with an average minimum house size of 1,200 square feet. Like R-1C, SFR is intended for single family detached houses, "...a single one family dwelling of a permanent character, placed in a permanent location on each lot...."

Zone R-6,000 Residential (Minimum 6,000 Square Foot Lot) is found only in the Northwest Residential Specific Plan. It allows for single family housing at a density of 5 units to the acre. The plan states that this planning zone "...will accommodate entry level Single Family detached homes on individual lots...." The plan specifically intends these homes to be for the young family and "empty nester", with a minimum average house size of 1,000 square feet.

Mobile Home Development (MHD) Zone in the Rialto Zoning Code has been created with the intent "to provide an alternative type of residential accommodation for persons who desire a dwelling other than a conventional single-family dwelling or multiple dwelling and provide greater diversity in housing choices, types and prices." The average of lot sizes within a mobile home park may not be less than 4,400 square feet, and the minimum size for the mobile home is 600 square feet. Combined, the development standards yield a density of 6 to 7 dwelling units per acre of land zoned MHD.

### **Medium High Residential**

Medium High Residential is a new land use designation in Rialto, created to bridge the gap between medium density, at 3 to 6 dwelling units to the acre, and high density which allows from 13 to 21 units per acre. Medium High Density permits from 6 to 12 dwelling units per acre. The zoning district which implements this land use designation is identified below.

Planned Residential Development-Attached (PRD-A), similar to PRD-D, is a zoning category created to provide for more flexible and innovative design in planning for attached housing such as condominiums, community apartment projects and cluster housing. The maximum permitted density for PRD-A is 12 units to the acre, which accords with the Residential Medium High land use designation. However, PRD-A also allows density bonuses of 2 units per acre for design excellence, and an additional 4 units per acre for passive solar energy saving design. With bonuses, therefore, PRD-A zones would have maximum densities of 18 units to the acre and would have to be located in areas carrying the High Density land use designation.



## High Density Residential

High Density Residential incorporates the higher density multi-family housing types, usually apartment structures. High Density includes densities of 13 to 21 dwelling units per acre, encompassing the following Zoning Districts.

R-3 Multiple Family in the Rialto Zoning Ordinance permits a maximum of 16 dwelling units per acre. It requires a minimum lot size of 8,000 square feet, with a minimum of 2,000 square feet of lot area for each dwelling unit. A height limit of three stories is specified.

Multi-Family Residential (MFR) in the Downtown Area Specific Plan is a near equivalent of the R-3 Zone found in the Rialto Zoning Ordinance. It also allows 16 units per acre.

R-4 High Density Multiple Family in the Rialto Zoning Ordinance permits a maximum density of 21 units per acre. The minimum lot size for R-4 apartments is 7,200 square feet, with a minimum of 900 square feet of lot area required for each dwelling unit. The height limit for apartments built in the R-4 Zone is 6 stories.

Increased Density Residential (R-X) in the Downtown Area Specific Plan explains that "...the purpose of these (R-X) standards is to provide incentives for the development of increased densities in those areas identified as appropriate for same and, in turn, to provide market support for commercial uses allocated to the Downtown Area...." Although the site development standards spelled out for R-X are identical to those for R-3 in the Zoning Ordinance, R-X allows Planning Commission discretion to decrease minimum standards in order to

allow densities roughly equivalent to R-4 within the specifically planned Downtown Area.

Table II-2 displays the total acreage zoned for each of the residential zoning categories together with agriculture, and shows the number of acres still vacant in each zone. Roughly 83% of the land zoned for residential purposes is now developed, with 17% still vacant. The total of residentially zoned land, together with agriculture, represents about 47% of all land within the City. None of these figures include the land occupied by streets or railroad rights of way.

## 2.2 Commercial Land Uses

There are three commercial land use designations in the Rialto General Plan: Office Commercial, Community Commercial, and General Commercial. The Rialto Zoning Ordinance contains six commercial categories, and the Northwest Residential, Downtown Area and Gateway Specific Plans each contain a range of commercial zones. In addition, a special case is the Commercial Recreation land use designation, shown under the land use category of Recreation on the legend of the General Plan Land Use Map. Commercial Recreation is intended to designate land to be used for family recreation centers, bowling alleys, movie theatres and the like. (i.e., driving ranges, batting cages, etc.)

The large number of commercial classifications for land use is made necessary not only for specialized purposes, as with commercial recreation or office buildings, but also to reflect a gradation in the intensity of the uses to be permitted in each of the zones or designations. Intensity of use refers to the expected daytime population of the zone, the numbers of vehicle trips it is

expected to generate or, in general, just how busy an activity center will be allowed within the zone.

Intensity of use is difficult to measure. The generally accepted measure to determine intensity is the floor area ratio (FAR). FAR relates the floor space within the building to the size of the lot on which it is built. Thus, on an 8,000 square foot lot with a 1:1 FAR, an 8,000 square foot one story building could be built to cover the entire lot. With the same 1:1 FAR, a two story building containing 8,000 square feet, 4,000 square feet on each floor, would be allowed to cover half the 8,000 square foot lot, or a three story building containing 8,000 square feet would be allowed to cover one third of the lot, and so on up to the building height limit established for the zone.

Because Rialto's land use regulations do not incorporate a measure of intensity of use, FARs have been estimated, based on the building standards set forth in each of the zones. These FAR's are only general estimates; in each of the zones there are variations in building standards depending on whether the lot in question is a corner lot or an interior lot, or whether the subject site is adjacent to residential property, etc. Unless otherwise stated, the FAR estimates made here are for buildings built to maximum permitted height on interior lots, with required parking provided on the surface of the lot. Exceptions will be noted.

Table II-3 displays the equivalent floor area ratios for land classified for commercial use in land use designations, Rialto Zoning Ordinance zones, and the Downtown Area, Northwest Residential and Gateway Specific Plan areas. Commercial Recreation has not been included in the Table because the floor area ratio cannot yet be measured.

## Offices

Office shown on the General Plan Land Use Map, incorporates all of the following zones.

A-P Administrative-Professional-Institutional Zone in the Rialto Zoning Ordinance includes in its permitted uses all of the types of business and professional offices usually available to serve an urbanizing area and to provide employment to its residents. With a minimum lot size of 8,000 square feet, and a maximum building height of six stories, the FAR in this zone is estimated to be 1.1:1. The maximum gross leasable area of a six story building built to these development standards would be about 9,000 square feet. Rialto's off-street parking regulation requires one 180 square foot parking dedication for each 250 square feet of office building ground floor space, and one parking dedication for only 500 square feet of upper floor space, thus providing more favorable development ratios for higher buildings.

Office Services as set forth in the Downtown Area Specific Plan is stated to be a "Near Equivalent" to the A-P Zone in the Zoning Ordinance. The parking, loading and development standards for Office Services are identical to those of the A-P Zone, except that a front yard setback of 15 feet is permitted, rather than the 25 feet required in the A-P Zone. This change yields a slightly higher FAR of 1.3:1 with a six story building of approximately 10,000 square feet of floor space.

O-P Office Park is found in the Gateway Specific Plan. Unlike the Downtown Area Specific Plan, the Gateway Plan specifically states that its zones are not equivalent to those in the Rialto Zoning Ordinance.

TABLE II-3

LAND USE AND ZONING EQUIVALENCE  
COMMERCIAL

<u>Land Use Designation</u>	<u>Zoning Ordinance</u>	<u>Central Area Specific Plan</u>	<u>Northwest Specific Plan</u>	<u>Gateway Specific Plan</u>	<u>Floor Area Ratio</u>
Office	A - P	Office Svs.			1.1:1 1.3:1 0.7:1
Community Commercial	C - 1 C - 1A  C - 2	Cottage Comm.  Core Comm. Support Comm.	C - 1 C - 1A	O - P	0.5:1 0.8:1 1:1 1:1 1.25:1
General Commercial		Urban Svs. Comm. Highway		R - C F - C	0.8:1 1:1 1:1 1.25:1 1.5:1
	C - 3 C - M				

TABLE II-4

## ACRES OF COMMERCIAL ZONED LAND

<u>Zone</u>	<u>Developed</u>	<u>Vacant</u>	<u>Total</u>
A-P	37.25	3.24	40.49
O-P	3.78	35.81	39.59
Office Services	22.30	1.17	23.47
C-1	43.46	70.03	113.49
Cottage Comm.	2.97	1.07	4.04
C-1A	57.00	24.31	81.31
Core Comm.	21.16	2.30	23.46
Support Comm.	15.30	12.81	28.11
C-2	39.11	111.66	150.77
R-C	31.00	56.43	87.43
F-C	56.36	40.33	96.69
Urban Services	9.02	4.05	13.07
Comm. Highway	7.26	.57	7.83
C-3	151.07	102.09	253.16
C-M	19.85	0.00	19.85
Comm. Recreation	0.00	181.74	181.74
Support Facilities	<u>51.09</u>	<u>2.10</u>	<u>53.19</u>
TOTALS	567.98	649.71	1217.69



"After considerable analysis and discussions with City staff it was decided that new zoning categories be established for the Gateway. This decision was based on the conclusion that the existing zoning categories did not fully accommodate the upscale environment proposed for the Gateway..."

Because it is intended that most aspects of the Gateway land uses should be subject to individualized review to insure that projects will enhance the image of the area, it is difficult to establish the minimum/maximum standards necessary to estimate an FAR. Overall, 812,940 square feet of office space is planned in buildings which are no more than 2.5 stories, occupying 48 acres. This yields an FAR of 0.4:1, so that it is obvious that a low density, park-like atmosphere is intended.

Although there is no minimum lot size established in the O-P zone, if a 10,000 square foot lot is assumed and the required setbacks are applied, a two and a half story building could be built with surface parking at an FAR of 0.7:1.

This should be considered a high FAR in the O-P Zone; most lots will be larger than 10,000 square feet, and the O-P height limit in combination with its landscaping and design guidelines should produce a low intensity activity area.

### **Commercial Recreation**

Commercial Recreation is a new land use designation intended to encourage the provision of recreational opportunities by the private sector, to supplement those provided by the City through its parks and recreation programs.

Although Rialto's off-street parking ordinance provides requirements for theatres and other places of assembly,

there are as yet no specialized standards for development of the range of activities that can be provided in commercial recreation centers

While FARs cannot yet be provided for this land use designation, it can be assumed that a successful recreational center will generate relatively intensive activity, much of which will occur outdoors, so that intensity will not be fully reflected in an FAR.

### **Community Commercial**

Community Commercial is the land use designation encompassing retail commercial sales and services needed to serve residents of the City. Community Commercial areas can range from small, convenience oriented neighborhood shopping to mini-malls to community shopping centers, and may be implemented through any of the following described zoning districts.

C-1 Neighborhood Commercial is intended to provide shopping convenience to local residents living nearby. The height limit is 2.5 stories, compatible with adjoining residential areas and, although no minimum lot size is specified in the Rialto Zoning Ordinance, an 8,000 square foot lot, developed to parking and set-back standards, would allow a 2.5 story building containing 4,000 square feet and an FAR ratio of 0.5:1. (Standards for the Neighborhood Commercial Zone in the Northwest Residential Specific Plan are the same as those for C-1 in the City's Zoning Ordinance.)

C-1A Community Shopping Center in the Rialto Zoning Code is intended "...for large shopping centers which provide a wide variety of goods and services to trade areas composed of several neighborhoods...." The minimum lot size is 10 acres, the maximum height



is 2.5 stories. Developed to its fullest potential, C-1A provides total floor space of 350,000 square feet and an FAR of 0.8:1. (The C-1A Zone in the Northwest Residential Specific Plan is identical in requirements to this zone in the City's Zoning Ordinance.)

C-2 Central Commercial in the Rialto Zoning Ordinance is similar to C-1, but allows a wider range of uses in a more intensive pattern. Here the height limit is 6 stories, and no setbacks are required for interior lots. No minimum lot size is specified but, assuming an 8,000 square foot lot and surface parking and loading to meet the requirements, a 6 story, 10,000 square foot building could be built, yielding an FAR of approximately 1.25:1.

Core Commercial in the Downtown Area Specific Plan is intended to "...improve and enhance the design quality of the downtown commercial area and, in turn, to infuse the area with a new economic vitality...." There is no minimum lot size specified, but the maximum building height is 6 stories. Because the parking requirements are very stringent, 1 space for each 125 square feet of first floor building space, and 1 parking space for each 250 feet of upper floor space, the maximum FAR is reduced to 1:1 for a 6 story, 12,000 square foot building on a lot of 12,000 square feet. Lots in the old downtown area are small, so that this parking regulation will be most feasibly met with parking structures or with municipal parking provided on adjacent lots.

Commercial Support in the Downtown Area Specific Plan is intended to "...provide for commercial uses of a somewhat lesser intensity than those focused into the Central Business District and which complement the nature of the focused effort in the CBD...." The development standards in

the Commercial Support Zone are the same as those for the Core Commercial Zone, above, thus yielding an FAR of 1:1.

Cottage Commercial in the Downtown Area Specific Plan is designed for the adaptive reuse of old houses in the downtown area. Because continuing residence in a part of the house is allowed, and because of the configuration of house to lot, only low FARs are to be expected in this zone. As a worst case, if a maximum height, 4 story house used entirely for non-residential purposes met parking requirements, the result would be an FAR ranging from 0.5:1 for a large house to 0.75:1 for a mansion.

#### **General Commercial**

General Commercial is the General Plan land use designation used for all remaining commercially classified areas in the City. It is intended to provide and attract patronage from persons who live outside Rialto, as well as residents.

C-3 General Commercial in the Rialto Zoning Ordinance allows all the activities permitted in the C-2 Zone and extends that list with additional permitted activities. The development standards and parking and loading requirements in the C-3 Zone are the same as in the C-2 Zone, yielding an FAR of 1.25:1.

C-M Commercial-Manufacturing in the Rialto Zoning Ordinance allows any activity permitted in C-3, above, as well as in M-1, the Light Manufacturing Zone. This combination of activities allows a broad range of intensity. If, in order to get some measure of intensity, a 10,000 square foot lot is assumed, developed with a one story industrial building and a five story commercial/office building totalling

14,600 square feet of floor space, the required parking provided on approximately 50% of the lot brings the buildings' FAR to about 1.5:1.

Urban Services in the Downtown Area Specific Plan seeks to "...provide an appropriate setting for the commercial manufacturing or light industrial land uses which are located within the Downtown Area...." Both the development and parking/loading standards are the same as in this Specific Plan's Core Commercial Zone, yielding an FAR of 1:1.

Commercial-Highway in the Downtown Area Specific Plan is intended to "...provide uses which are compatible with major highway frontage and which orient to transportation corridors...." Development and parking standards are the same as is Core Commercial in the Downtown Area Specific Plan, so that the estimated FAR is 1:1.

R-C Retail Commercial in the Gateway Specific Plan proposes to provide "...retail sales and business services consistent with the goals and policies of this Specific Plan...." As with all land uses in the Gateway Area, building and site plans are subject to individualized review by the Development Review Committee before approval. Overall, the Specific Plan projects a 0.26:1 FAR for Retail Commercial zones. Working within the stated limits of setbacks, parking and the 2.5 story height limit, a 10,000 square foot lot could include a building of 8,250 square feet, surface parking and a resulting FAR of 0.8:1.

F-C Freeway Commercial in the Gateway Specific Plan is aimed at providing "...uses and services to the motoring public and may also include other business activities which by their nature or method of marketing require immediate freeway access, or exposure from freeways...." Working with the

planned totals of 63 acres of land zoned F-C, and an estimated total of 792,885 square feet of building area, the FAR is only 0.3:1. On the other hand, estimating the development of a 10,000 square foot lot with the required amount of surface parking, required setbacks and structure(s) built to the height limit of 4 stories, produces an FAR of 1:1.

Support Facilities listed with the land uses in the Downtown Area Specific Plan is devoted entirely to land in public ownership. Facilities include the City Hall, Library, Fire Station, Police Station and, extending down Rialto Boulevard, a number of other public service facilities. By State law, land in public ownership is not subject to zoning or any other land use regulation (with the exception of the California Environmental Quality Act) so that intensity or quality of use is not regulated in the Support Facilities area. Because most public buildings in Rialto are two stories or less, with spacious grounds, it is estimated that FARs are no more than 0.3:1.

Table II-4 lists the total acreage zoned for each of the commercial categories, and notes the number of acres still vacant in each of the zones. Approximately 10% of Rialto's land is zoned for some type of commercial use. A little more than half, 53%, of commercially designated land is still vacant, and another 10% is developed in a nonconforming use, some of which will be redeveloped according to the zoning. There is, therefore, still opportunity to create, and recreate facilities for sales and services which can meet the needs of Rialto's residents and compete more successfully for market share in the region.



### 2.3 Industrial Land Uses

Rialto has designated a large supply of land for industrial uses. These uses range from the low intensity, no noise, vibration, odor or air pollution forms of industry found in light manufacturing and planned industrial development zones to the kind of heavy industrial activity found in railroad yards and petroleum facilities, located in H-Ind Zones in the Agua Mansa area. Table II-5 lists the industrial zones in the City together with their permitted FARs.

#### Industrial Park

Industrial Park, a General Plan land use designation was recently created to provide attractive areas for light industrial activity that would add to the City's economic development opportunities while serving as buffers between incompatible land uses such as housing and heavier industrial activity sites.

Planned Industrial Development (PID) is the City's Zoning category which accords with the Industrial Park land use designation. The Ordinance states that the regulations of the PID Zone are "...intended to minimize traffic congestion, noise, glare, air pollution, water pollution, and fire and safety hazards, and to create through high development standards, a well designed, efficient, clean and visually appealing industrial complex...." With a minimum lot size of 20,000 square feet, generous setbacks and low rise buildings, a park like setting can be visualized. Building to maximum development, and assuming light manufacturing with attendant office and administration areas, an FAR of 0.7:1 would result.

I-P Industrial Park in the Gateway Specific Plan Area is intended to provide for a range of light industrial activities which will be developed and conducted in a manner that enhances the image of the area. Development plans for the area zoned I-P cover 108 acres and project a total of 1,712,710 square feet of floor space which translates to a low FAR of 0.4:1. Building to the maximum standards permitted on a 10,000 square foot lot, it would be possible to achieve a more intensive 1.4:1 FAR, but it is unlikely that this would be permitted during the site review procedures required by the Specific Plan.

#### Light Industrial

Light Industrial is a somewhat more intensive General Plan industrial land use designation which, although continuing to constrain the industrial activities permitted, allows more lot coverage and higher FARs than the Industrial Park designation.

M-1 Light Manufacturing is regulated so that "...uses in the M-1 Zone are planned, developed, conducted and operated in such a manner as to provide no threat to public health and welfare...." Parking is regulated by the expected number of employees engaged on the site, allowing a smaller surface parking area than is required in commercial zones. This, combined with the 6 story height limit, allows an FAR of 3:1. It is unlikely, however, that modern manufacturing processes would take place in a six story building, so that an FAR of little more than 1:1 is anticipated.

#### General Industrial

General Industrial contains all other industrial uses in the City within this land use designation, and is considered the most intensive of all the General Plan industrial land use designations.

**TABLE II-5**  
**LAND USE AND ZONING EQUIVALENCE**  
**INDUSTRIAL**

<u>Land Use Designation</u>	<u>Zoning Ordinance</u>	<u>Northwest Area Specific Plan</u>	<u>Gateway Specific Plan</u>	<u>Agua Mansa Specific Plan</u>	<u>Floor Area Ratio</u>
Industrial Park	PID		I-P		0.7:1
Light Industrial	M-1				1:1
General Industrial	M-2			M-Ind. H-Ind.	<3:1 0.5:1 2:1

**TABLE II-6**  
**ACRES OF INDUSTRIALLY ZONED LAND**

<u>Zone</u>	<u>Developed</u>	<u>Vacant</u>	<u>Total</u>
PID	532.70	1026.17	1558.87
I-P	46.43	45.75	92.18
M-1	374.94	319.93	694.87
M-2	646.45	472.52	1118.97
M-Ind.	9.88	13.09	22.97
H-Ind.	<u>752.73</u>	<u>684.61</u>	<u>1437.34</u>
TOTALS	2363.13	2562.07	4925.20



M-2 General Manufacturing in the Rialto Zoning Ordinance contains the same provisions for lot coverage as the M-1 Zone, above. The resulting allowed FAR is, therefore, 3.1 but, again, this is unlikely.

M-Ind Medium Industrial in the Agua Mansa Specific Plan requires a minimum lot size of 10,000 square feet, setbacks on all sides of the lot, and limits building height to 3 stories. The FAR for this zone is 0.5:1.

H-Ind Heavy Industrial in the Agua Mansa Specific Plan allows all forms of heavy industry in the zone. The minimum lot size is 15,000 square feet. Only a front yard setback is required, and there are no height or lot coverage limits for structures. Assuming a two story building, the FAR would be about 2:1.

Table II-6 shows the acreage for each of the industrial zones, and notes vacant and developed land. About 40% of Rialto's land is designated for industrial use, and more than half of this industrial land is vacant.

### **3.0 PLANNED LAND USE: GENERAL PLAN ALTERNATIVES I AND II**

In revising a General Plan it is necessary to consider alternative means for reaching the agreed upon goals of the City. The 1984 Rialto General Plan, in effect at the time of the 1991 Revision, constitutes the first alternative to be considered. In other words, Alternative I is the continuation of the 1984 General Plan without revision.

Alternative II is the existing 1984 General Plan revised by changes which were recommended by the Citizens' Advisory Committee to be approved by the Rialto City Planning Commission

and adopted by the Rialto City Council. In final form, Alternative II will be the 1991 Rialto General Plan.

#### **3.1 Alternative I**

##### Alternative I: Existing Zoning

As noted earlier, all of the City's land is regulated either by the City's Zoning Ordinance, or by specially designated zones which occur within Specific Plan areas. In accordance with the 1984 Rialto General Plan together with four adopted Specific Plans:

- o 51.1% of land within City boundaries was zoned for residential use,
- o 40.6% for industrial use,
- o 7.6% for commercial use, and
- o .8% for agriculture.

These percentages include both Zoning Ordinance and Specific Plan land use classifications, see Figure II-1.

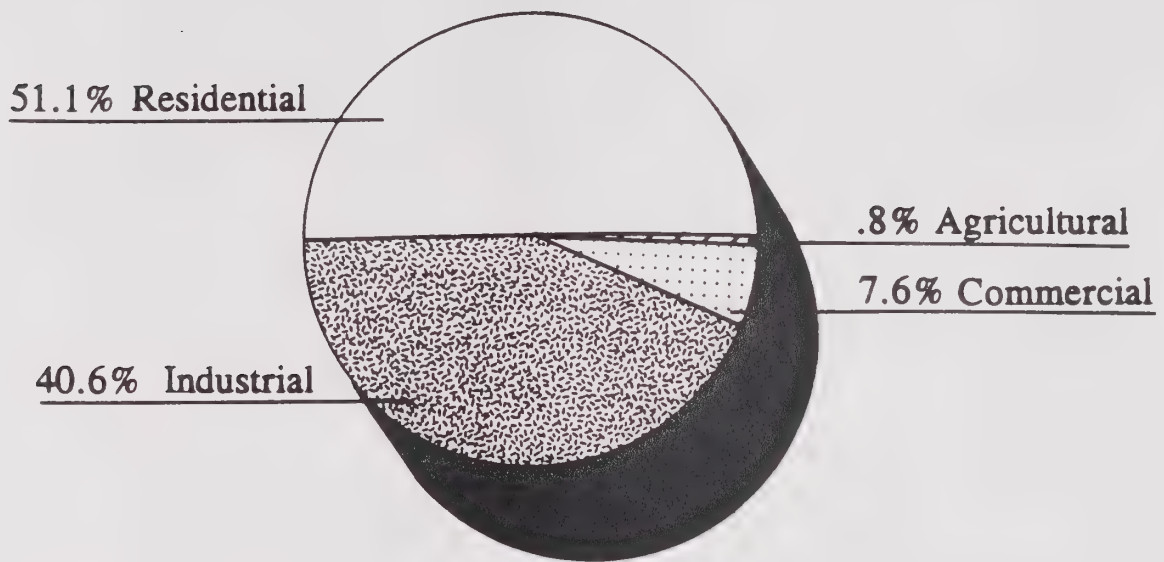
As shown in Table II-7, the four Specific Plan areas for which plans are complete occupy a total of slightly more than four square miles, approximately 21% of City land, exclusive of streets, highways and railroad rights of way.

##### Alternative I: Existing Land Use

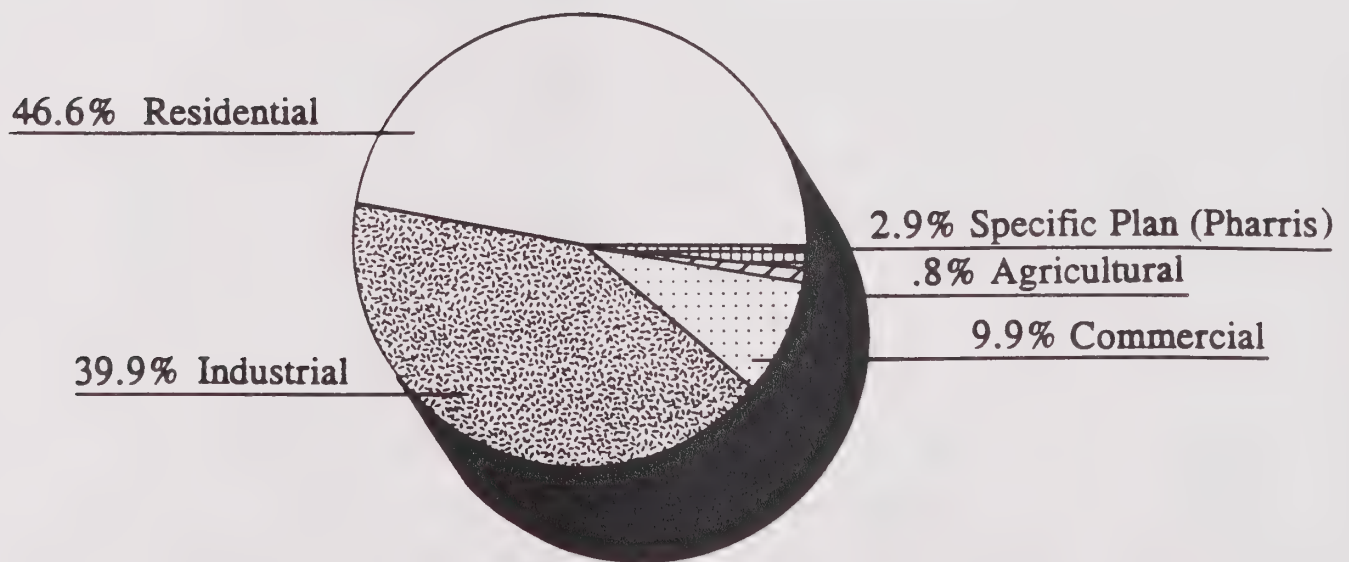
Within each of the four land use designations, land is developed, vacant or in public use. Public uses such as schools, parks, the Rialto Channel and the like, are not subject to zoning regulation so that they can appear in any zone. 54.2% of Rialto's land is developed, 9.5% is in public use, including the Rialto Municipal Airport, and 36.3% is vacant.



## Alternative One - Existing Conditions



## Alternative Two - CAC Recommendations







**TABLE II-7**  
**Specific Plan Areas (In Acres)**

	<u>Agua Mansa</u>	<u>Northwest</u>	<u>Gateway</u>	<u>Downtown Area</u>
Commercial	0.0	30.0	223.7	100.7
Industrial	1,450.3	10.2	92.2	0.0
Residential	<u>0.0</u>	<u>599.8</u>	<u>0.0</u>	<u>93.6</u>
TOTAL	1,450.3	640.0	315.9	194.3

**TABLE II-8**  
**Vacant Land by Zones**

	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Agricultural</u>
Acres	1,444.2	422.4	2,554.8	27.5
% of Zone	23.1	45.1	51.4	20.4

**TABLE II-9**  
**Land Use at Build-Out**

	<u>Alternative I</u>		<u>Alternative II</u>	
	<u>Acres</u>	<u>% of City</u>	<u>Acres</u>	<u>% of City</u>
Residential	6,262	51.1%	5,818	47.1%
Commercial	937	7.6%	1,138	9.2%
Industrial	4,975	40.6%	4,925	39.9%
Agriculture	92	.8%	92	.8%
Pharris (SPZ)	0	0.0	352	2.9%

**TABLE II-10**  
**Estimated Housing Units and Population at Build-Out**

	<u>Alternative I</u>		<u>Alternative II</u>	
Total Housing Units	32,762	100%	29,159	100%
Single Family	23,723	72%	21,871	75%
Multifamily	8,443	26%	6,012	21%
Mobile Homes	596	2%	1,276	4%
Population	98,557		87,748	











Vacant land is particularly important in a General Plan because it represents a clean slate upon which the future character of the City can be most easily determined. Almost seven square miles of the City is still undeveloped land. By far the greatest amount of this land is zoned for industry.

#### Alternative I: Build-Out

One of the purposes of conducting a land use inventory is to collect the data upon which the population, the character and nature of development, and other effects of the City's land use regulation can be projected into the future. The future horizon is described as "build-out"- that time when all land within the City has been developed according to the zoning and other land use regulations then in force. Although it is highly unlikely that Rialto will ever be totally developed without any changes to current development regulations, estimating the effects of those regulations provides a good test of Alternative I.

With Alternative I, the existing zoning, it would be possible to add 9,405 homes to the 1990 total of 23,357 homes, making an estimated 32,762 homes at build-out. This represents a 40% gain of dwelling units when residential development has been completed under Alternative I regulations.

In order to estimate the population at build-out for Alternative I, the number of homes at build-out was adjusted for vacancies and other factors and then multiplied by 3.17, the average size of households in Rialto in 1990. The future population of Rialto at build-out with Alternative I land use regulation is estimated to be 98,557, or approximately 99,000 persons.

### **3.2 Alternative II: Revised Zoning and Land Use**

#### Zoning Revisions

While planning revisions to the 1984 General Plan, two major changes were suggested for the categories of zoned land use in Rialto. City staff prepared the changes, which have been adopted by City Council as follows:

- o All land occupied by mobile home parks, with the exception of one park, was rezoned to MHD (Mobile Home Development). This rezoning was done to protect existing mobile home parks from changes to other land uses, for which their sites were then zoned. This rezoning increased the area of land zoned MHD from 46.5 acres to 224.7 acres.
- o That portion of undeveloped land called the Pharris Land, lying north of Riverside Avenue and within City boundaries had been zoned for residential use. Because this land is subject to a Specific Plan now in progress, the residential zoning classification was removed, and it is now designated as SPZ (Specific Plan Zone.) The Pharris Land is a very large property, representing 2.9% of the area of the City, so that its removal from the inventory of vacant residential land made a significant difference in the estimated population at build-out of Alternative II.

Both these changes were included with the revisions recommended by the CAC (Citizens' Advisory Council). Many of the CAC's other recommendations address quality of life issues in the City, so that they do not affect gross land use classification.

At a more detailed level, new zones such as PID (Planned Industrial Development), CR (Commercial Recreation) and RMH (Residential, Medium High Density) were proposed by the CAC in order to fine tune future development to meet the City's needs.

Tables II-9 and II-10 compare the effects on build out development and population of Alternatives I and II.

#### 4.0 PLANNING SECTORS

Rialto, like all cities, has a diverse array of neighborhoods, sections or districts, each of which has a unique set of conditions. Although it is not appropriate for the General Plan to consider each distinctive subarea in the detail provided by a Specific Plan, the Land Use Element does provide an opportunity to focus on the differing issues affecting various parts of the City.

In order to provide that focus, the City has been divided into six planning sectors. In each of these sectors the particular planning issues important to that area are described. In some cases, the sectors will share several of the same issues, in other cases, issues will be unique to one sector.

In all sectors each issue described will be followed by the goals and policies necessary to address it. Goals and policies may be referenced from other elements of the General Plan, or found only in the Land Use Element.

It is important to note that all elements and their goals and policies are of equal legal weight in the General Plan. The goals and policies cited in the following sectors are not chosen because they are more important than others, but because they are immediately applicable to physical planning concerns in specific areas, and thus form the basis of the implementation plan.

#### 4.1 The Northern Sector

As shown in Figure II-3, the Northern Sector of Rialto is defined as that part of the City and its sphere of influence which lies north of Highland Avenue. This Sector contains the highest proportion of vacant land of any of the City's Sectors, thus offering the greatest flexibility for future land planning unconstrained by potential nonconforming uses. Of that land which is developed, the dominant land uses are residential and industrial, sometimes in close proximity.

Major planning issues, goals and policies for this Sector are listed below.

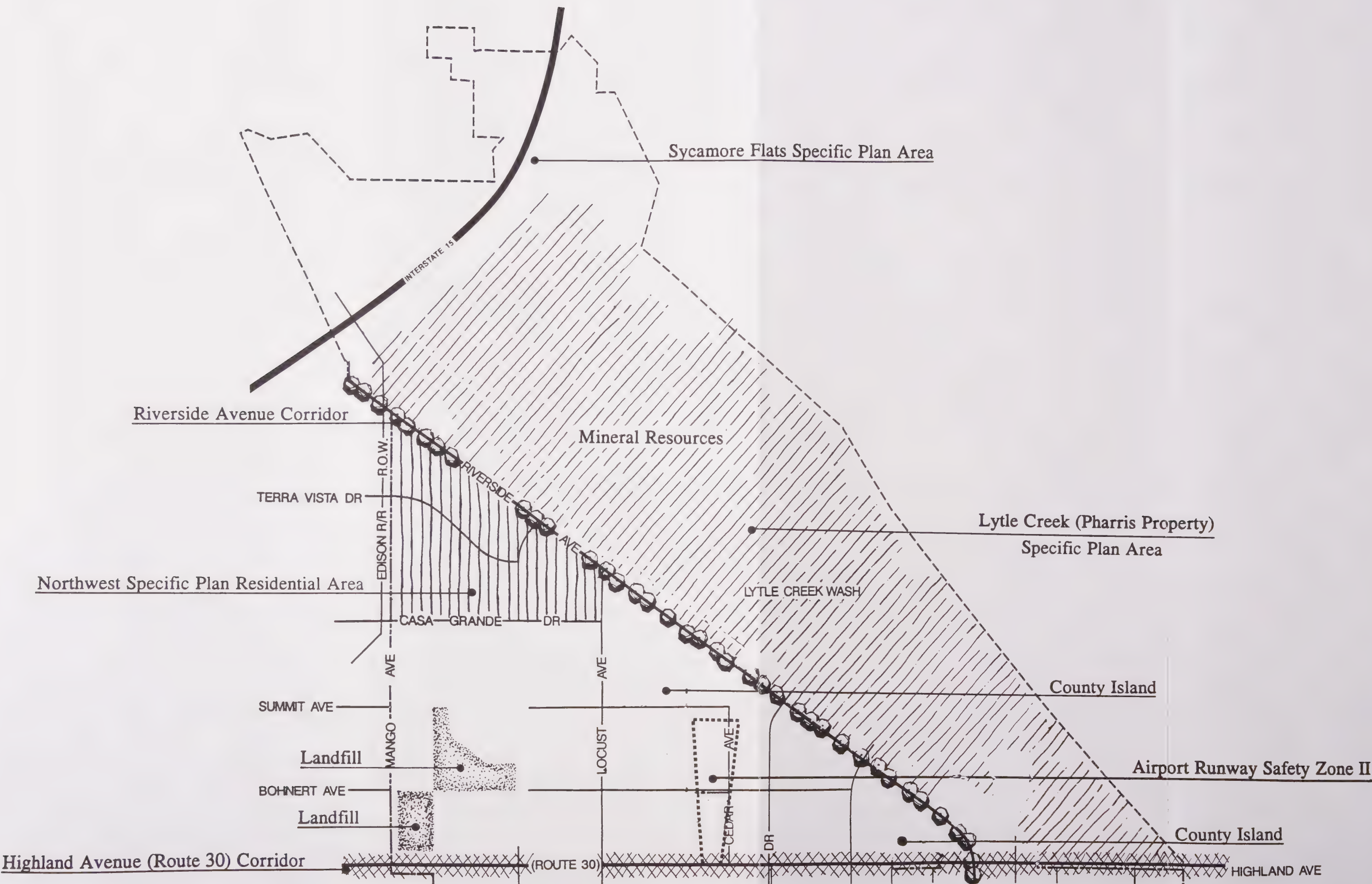
##### Issue: Specific Plan Zone

More than six square miles of vacant land north of Riverside Avenue is currently categorized as "Specific Plan Zone." A small part of this land lies within the City boundaries, the rest is within the City's sphere of influence. A Specific Plan for about 3500 acres of land, located in the Lytle Creek area (known as the Pharris property) is now in process, and plans for development of the Sycamore Flats area are expected later. At this time, the nature of the development proposed for these lands has not yet been made known. Six square miles of new development of any kind will have significant impacts on the City. These impacts cannot be planned for until the Specific Plans are presented to the City, and the character of the planned development is revealed.

##### Goal

- 4.1.1 Encourage annexations which will demonstrate net benefit to the City before being considered for approval.





Northern Sector  
**GENERAL PLAN UPDATE**  
 City of Rialto, California



 **FIGURE II-3**



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**Policies**

- 4.1.1.1 All large annexations to Rialto should be required to have an approved Specific Plan prior to annexation.
- 4.1.1.2 The City shall encourage, where appropriate, the preparation of Specific Plans on large annexations, to include a fiscal impact statement to insure that the City enjoys financial benefit from annexation of the subject land.
- 4.1.1.3 Based on the approved Specific Plan for large annexations, impact fees will be charged on new development sufficient to assure timely construction of public facilities and provision of expanded City services. Impact fees shall provide full mitigation of financial costs to the City, and protect its existing levels of services from deterioration.
- 4.1.1.4 Specific Plans for large annexations shall demonstrate compatibility of land uses both within and adjacent to the planned area.
- 4.1.1.5 Specific Plans for large annexations shall demonstrate protection of all resources valued by the citizens of Rialto including, but not limited to: views, trees and other landscaping features, aquifers, surface water courses, historic buildings, etc. (Refer to Chapter X, the Conservation Element and Chapter IX, the Cultural and Historic Resources Element for policies to be applied to Specific Plan areas.)

- 4.1.1.6 Specific Plans for large annexations shall set aside land for community parks and other public facilities as appropriate to maintain the City's quality of life.

**Issue: Mineral Resources**

As required by the California Surface Mining and Reclamation Act of 1975, the State Department of Mines and Geology has defined an area they identify as Sector B-5, located north of Riverside Avenue, it is a 450 acre site containing important mineral resources. The mineral resources found in B-5 are construction aggregate (sand and gravel) deposits. State law requires that local land use planning must preserve access to and extraction of these resources as long as it is feasible. Upon completion of mining activities, the law requires that the mined area be reclaimed for other uses. There are two active mining sites in the Northern Sector, one wholly within the sphere of influence, and the other partly within the City.

**Goal**

- 4.1.2 Eliminate all negative impacts of mining activities on the citizens of Rialto while complying with the provisions of the California Mining and Reclamation Act. (Refer to the Conservation Element, Chapter X.)

**Policies**

- 4.1.2.1 Implement the goals and policies found in the Mineral Resources sections of the Conservation Element, Chapter X.
- 4.1.2.2 Allow the phasing of other planned land uses on large mineral resource sites on that



part of the site on which mining is not anticipated, or on that part of the site on which mining is completed and reclamation has been established.

#### **Issue: Riverside Avenue Corridor**

The northern portion of the Riverside Avenue Corridor lands are still essentially undeveloped, thus providing an immediate opportunity to create a beautiful and efficient entrance to and passageway through the City.

#### **Goal**

- 4.1.3 Enhance Riverside Avenue to be the signature street of the City of Rialto.

#### **Policies**

- 4.1.3.1 Create a portal at the City's northwest entrance on Riverside Avenue. (Refer to Chapter VIII, the Community Design Element.)
- 4.1.3.2 Provide planted median strips, parkway planting and turning pockets on Riverside Avenue throughout the City. (Refer to the Community Design Element, Chapter VIII, Street Enhancement Program.)
- 4.1.3.3 Preserve and improve the northern section of Riverside Avenue as an enhancement to some of the City's finest neighborhoods.
- 4.1.3.4 Prevent strip commercial development and other inappropriate land uses on northern Riverside Avenue which is inconsistent with the goals and policies of the General Plan.

- 4.1.3.5 Route trucks and other through traffic between Riverside Avenue and Highland Avenue via Locust Avenue. (Refer to Chapter V, the Circulation Element.)

- 4.1.3.6 Encourage new and existing residential developments to provide ground signs and landscaping at their entrances to improve the identity and distinction of the City's neighborhoods. (Refer to Chapter VIII, the Community Design Element.)

#### **Issue: County Islands**

Within the Northern Sector there is a significant amount of unincorporated land entirely surrounded by the incorporated City of Rialto; these areas are frequently called "county islands". The islands in Rialto contain residences or vacant land. Their continuation as unincorporated areas within the City poses a number of problems: the unsewered islands are a threat to underground aquifers, an important source of potable water; vacant island land can be developed without application of City standards; deteriorated island neighborhoods can affect adjoining City neighborhoods negatively; island residents use City-funded facilities such as parks and bicycle trails without providing their share of support; and more prosperous island neighborhoods which refuse to share in the benefits and responsibilities of local government can diminish the City's social, economic and political unity.

#### **Goal**

- 4.1.4 Encourage the annexation of all county islands located within the boundaries of the City of Rialto.

**Policies**

- 4.1.4.1 Work with the Water Quality Control Board to require sewerage of all new development within county islands.
- 4.1.4.2 Work with the Water Quality Control Board to require sewerage of all existing residential areas in order to protect the underlying aquifers. Provide low interest loans and other funding support as necessary to fund sewer extensions and hook-ups.
- 4.1.4.3 Work with the County of San Bernardino to require that City of Rialto building and development standards are met in all new development within county islands.
- 4.1.4.4 Work with the County of San Bernardino to apply Neighborhood Housing Services and other related programs to improve deteriorated neighborhoods in county islands.
- 4.1.4.5 Encourage annexation of county islands to the City with community meetings, leadership exchanges with island residents and educational programs which explain the benefits of municipal government in general, and Rialto in particular.

**Issue: Mitigating Incompatible Land Uses**

As noted above, the dominant land uses in the Northern Sector are residential

and industrial, sometimes in close proximity. At one time it would not have been possible to plan for these two inherently incompatible uses without each causing major frictions for the other. Today, however, the nature of modern light industry can make it a totally acceptable neighbor for residences. In order to insure residential/industrial compatibility it is still necessary to plan carefully. Such planning will be required to protect the Northwest Residential Area, carefully laid out in a Specific Plan and now developing into attractive neighborhoods. As development continues in the Northern Sector, other residential areas will require similar planning consideration.

**Goal**

- 4.1.5 Develop, protect and enhance high quality residential and industrial land uses in Rialto.

**Policies**

- 4.1.5.1 When residential land adjoins industrial land the industrial land shall be zoned for light industry.
- 4.1.5.2 Wherever possible a hierarchy of industrially zoned land shall be created so that heavy industry is bordered by light industry and light industry by industrial park, thus isolating heavy industry from incompatible land uses.
- 4.1.5.3 All industrial development located north of the San Bernardino Freeway shall be required to front on an improved street with appropriate front yard setback, landscaping, facade and entrance treatment.

4.1.5.4 New and existing industries using, manufacturing, transporting or storing hazardous or toxic materials shall be encouraged to relocate to the Agua Mansa Industrial Corridor Specific Plan Area located south of the I-10 Freeway. (Refer to the Safety Element, Chapter XII.)

4.1.5.5 Using redevelopment funds and powers, lands containing abandoned bunkers shall be reclaimed and developed as zoned.

4.1.5.6 The City will work with the County of San Bernardino to limit expansion of the sanitary landfills on Bohnert Avenue, closing the landfills and beginning reclamation of that area as soon as feasible. (Refer to Chapter XII, the Safety Element.)

#### **Issue: Highland Avenue Corridor**

The California Department of Transportation has long planned to build a freeway which will bisect the City of Rialto on or parallel to Highland Avenue. Although neither the construction details of the State Route 30 Freeway, nor the location of its on- and off-ramps have been decided, it is important that the City begin to plan for the new Freeway. Freeways can have very beneficial, or very harmful impacts on the cities they traverse, and the difference is often a matter of planning and preparation.

#### **Goal**

4.1.6 Maximize the opportunities and benefits to the City of Rialto associated with State Route 30.

#### **Policies**

4.1.6.1 Apply an overlay zone to the Highland Avenue Corridor to permit special review of new development locating there.

4.1.6.2 Discourage new residential development in proximity to the Highland Avenue Corridor. (Refer to the Noise Element, Chapter XI.)

4.1.6.3 Encourage commercial and industrial development in the Highland Avenue Corridor which will benefit from location in proximity to the Freeway. Such uses to include, but not be limited to: commercial recreation, labor intensive industry, specialized retail and offices.

4.1.6.4 Plan enhanced airport access to the Highland Avenue Corridor.

4.1.6.5 Protect residential neighborhoods from through traffic seeking short-cuts between the I-15, I-10 and SR-30 Freeways. (Refer to Chapter V, the Circulation Element.)

4.1.6.6 Work with the California Department of Transportation to establish freeway overpasses/underpasses for all major north-south streets in Rialto so that the Northern Sector is not isolated from the remainder of the City.



- 4.1.6.7 Work with the California Department of Transportation to replace the planned Class 2 bike path on Highland Avenue with a Class 1 path parallel to the Freeway, on the outer edge of the right-of-way.

#### **Issue: Public Facilities**

As new development occurs on previously vacant land, it can impact the capacities of public facilities so that they are no longer adequate to serve new and existing development.

#### **Goal**

- 4.1.7 Ensure that all developed areas of the City are adequately served with essential public services and infrastructure including, but not limited to, streets, water, surface drainage, sanitary sewers, law enforcement, fire protection and public schools.

#### **Policies**

- 4.1.7.1 The City will coordinate all development proposals with other affected public entities to ensure the provisions of adequate public facilities.
- 4.1.7.2 Proposals for new residential development will be referred to the affected school district(s) for advise and comment.
- 4.1.7.3 When reviewing proposals for residential development, the City will work closely with the affected school district(s) in order to plan coordinated mitigation of any negative impacts upon the schools.

#### **4.2 Northeast Sector**

The Northeast Sector of the City is defined as that part of the City which lies between Highland Avenue and Foothill Boulevard, east of Cactus Avenue, as shown on Figure II-4. The Sector is predominantly developed in single family residential use, with many mature neighborhoods interspersed with some new single family development. Multi-family housing is mainly centered around Eisenhower High School, and reaching north on Riverside Avenue, with some units in other locations within the Sector. The new Ramrod mobile home park is located at the eastern edge of the Sector. In many instances multi-family housing is low rise and unobtrusive to the single family texture of adjoining homes. Major commercial concentrations are on Foothill Boulevard and Baseline Road. There is no industry in this Sector.

#### **Issue: Neighborhood Preservation**

One of the characteristics of Rialto most valued by its residents is its small town, friendly atmosphere. As the City grows, this atmosphere cannot be presumed to continue without supportive programs to encourage the kind of community spirit which preserves and enhances residential neighborhoods.

The residential areas of the Northeast Sector are attractive and, in general, well maintained. Planning for neighborhood stabilization, for preservation of these valued aspects of Rialto as a place to live, is one of the most important purposes of the City's General Plan.

#### **Goal**

- 4.2.1 Preserve and maintain existing residential neighborhoods in Rialto.

**Policies**

4.2.1.1 Working with community groups such as Neighborhood Watch, property owner associations and the like, the City shall identify and define the neighborhoods existing within its boundaries, through the use of neighborhood identification and community participation.

4.2.1.2 Encourage new and existing neighborhoods to provide ground signs and landscaping at a major street entrance in order to reinforce their identity and improve their residents' sense of community. A neighborhood entrance is particularly appropriate in those residential areas bordered by concrete walls. (Refer to Chapter VIII, the Community Design Element).

4.2.1.3 Encourage the routing of through traffic only on selected streets, through the use of incentives to eliminate high speed traffic in residential areas. If necessary, require traffic controls and barriers constructed to protect neighborhoods from the negative impacts of excessive traffic. (Refer to Chapter V, the Circulation Element.)

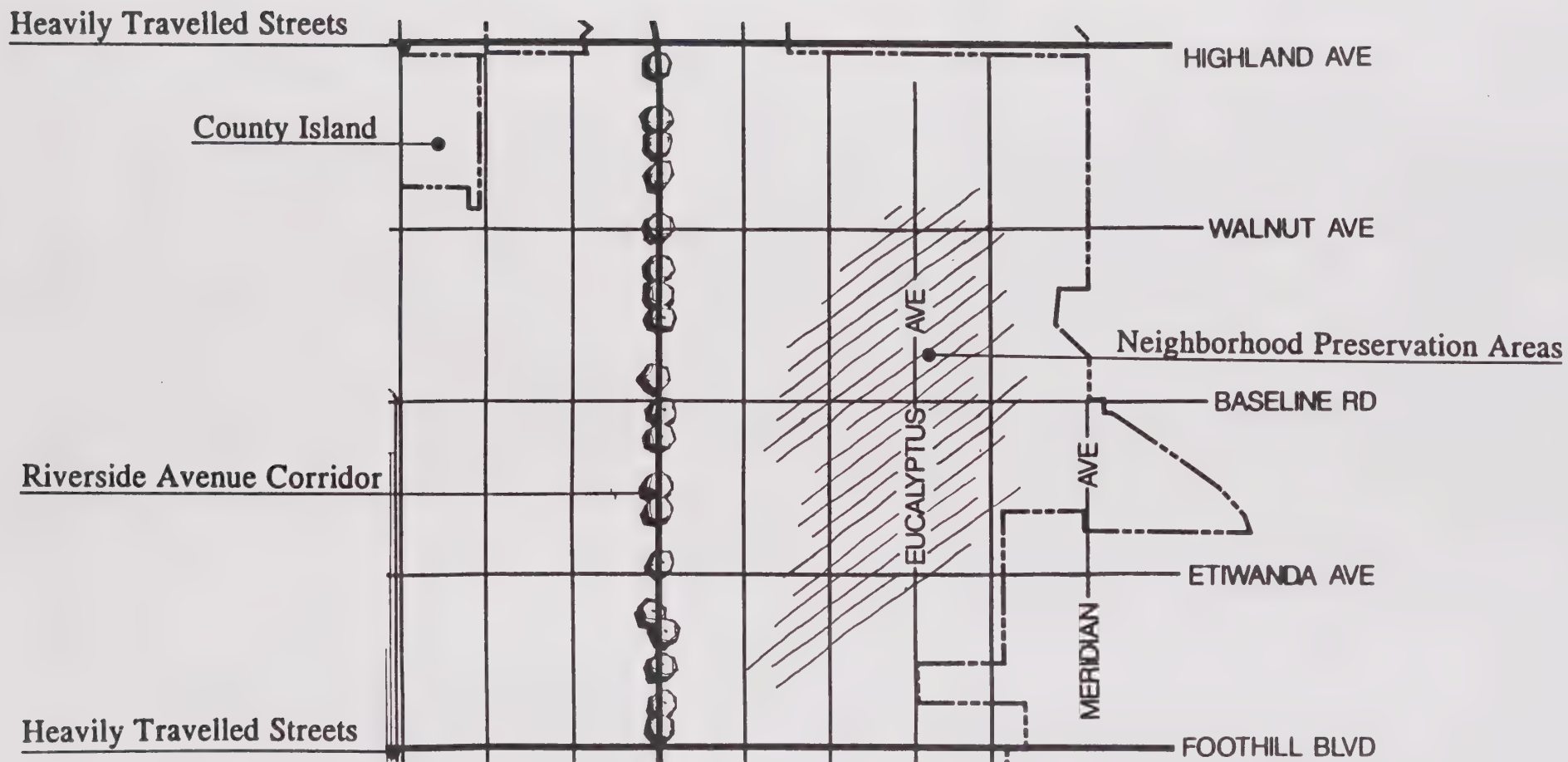
4.2.1.4 Require all new housing built adjacent to designated major or secondary highways to face a residential street, with driveways on the side street. Require landscaped barrier walls to preserve the privacy

of residential side yards and protect them from traffic noise and pollution. (Refer to the Circulation Element, Chapter V, and the Noise Element, Chapter XI.)

4.2.1.5 Protective walls shall be constructed to serve as sound barriers for all new and existing residential areas adjoining designated major surface streets in the City. Such streetscapes will be landscaped with landscaping and parkway trees in order to provide attractive boundaries to the adjoining neighborhoods. (Refer to the Community Design and Noise Elements, Chapters VIII and XI, respectively.)

4.2.1.6 Review traffic management facilities for elementary schools located in residential neighborhoods to insure that school bus bays, parking lots, automobile passenger pick-up and drop-off areas, bicycle routes and pedestrian paths are designed to maximize separation of travel modes and minimize danger to the school children.

When school campuses adjoin two streets, major access to the campus shall be located on the side street, whenever possible, in order to minimize traffic congestion and danger to school populations. (Refer to Chapter V, the Circulation Element.)



Northeast Sector

# GENERAL PLAN UPDATE

City of Rialto, California



FIGURE II-4





4.2.1.7 Designate and mark school bus stops at curbs within neighborhoods in order to safeguard a clear curbside boarding and alighting space for school bus passengers. (Refer to the Circulation Element, Chapter V.)

4.2.1.8 In order to improve neighborhood housing maintenance, draw upon housing set-aside redevelopment funds to assist low income seniors with housing maintenance and major improvements. (Refer to the Redevelopment Element, Chapter IV.)

4.2.1.9 Continue code enforcement activities to preserve neighborhood quality. Where necessary, assist in the financing of improvement to meet Code standards, using Redevelopment Housing Fund monies. (Refer to the Redevelopment and Housing Elements, Chapters IV and VI, respectively.)

4.2.1.10 Activate zoning and code enforcement standards in application to all multi-family housing sites including: screening of waste facilities, landscaping maintenance and off-street parking requirements. Concentrate street tree planting programs in those multi-family areas which lack them.

4.2.1.11 Require all new residential projects to provide screened storage parking for recreational vehicles, trailers, boats and other large vehicles. Screened parking may be provided on individual lots or

in a common, secured area within the project.

#### **Issue: Parks and Recreation**

The City has not yet been able to provide sufficient public space to meet its adopted standards of 3 acres of dedicated park lands and/or open space per 1,000 residents. This problem is particularly apparent in built-up residential areas, such as those in the Northeast Sector. Only two public parks are available to the occupants of the many single- and multi-family units developed within the Sector. Elementary school campuses provide little relief, since they are already crowded with temporary adjunct buildings and insufficient play areas for their burgeoning student populations.

#### **Goal**

4.2.2 Meet adopted City standards for the provision of park lands and open space. (Refer to the Open Space and Recreation Element, Chapter VII.)

#### **Policies**

4.2.2.1 The City shall work with neighborhood associations to enable acquisition of vacant land, empty housing lots, or abandoned properties for neighborhood park, pocket park or tot lot purposes. Funding shall be provided in part by special benefit assessment districts. Planning and design for the new parks shall be provided by the City, after consultation with residents. Park maintenance may be supported by residents, under special arrangements with the City. (Refer to the Open Space and Recreation Element, Chapter VII.)

- 4.2.2.2 School facilities, parks and other activity nodes within residential districts shall be linked with Class II bicycle trails on neighborhood streets. Bicycle trails will be located on only one side of residential streets, leaving the other side free for residential parking. (Refer to Chapter V, the Circulation Element.)
- 4.2.2.3 The City shall acquire additional land for parks and open space. (Refer to the Open Space and Recreation Element, Chapter VII.)
- 4.2.2.4 Improve all City-owned land on the Frisbie Park site, extending landscaping to provide passive recreation, picnic tables, and the like, adjacent to the improved active recreation areas on the Park site.
- 4.2.2.5 Require developers of the Lytle creek Special Study Area to provide a Community Park within the project area.
- 4.2.2.6 Encourage development of commercial recreation on the zoned site west of, and adjacent to, Frisbie Park.
- 4.2.2.7 The Class I bicycle trail on Cactus Avenue shall be improved with landscaping, rest stops and other amenities to add to the aesthetic values of the adjoining neighborhoods, as well as to the pleasure of cyclists using the trail. (Refer to the Circulation and Community Design Elements, Chapters V and VIII, respectively.)
- 4.2.2.8 Water retention and aquifer replenishment facilities shall provide landscaped banks and peripheral areas where they are visible from streets, neighborhoods or park lands, thus adding visual open space amenities to the City.
- 4.2.2.9 Water reservoirs and other facilities located in or adjoining residential areas shall landscape and maintain the open areas peripheral to the facility.
- 4.2.2.10 Encourage proponents of development projects to provide parklands for residents and visitors.
- Issue: County Islands**
- There is one large county island located in the northwest corner of the Northeast Sector. The issues, goals and policies for county islands listed in the Northern Sector, above, shall also apply to the Northeast Sector.
- Goal**
- 4.2.3 Encourage the annexation of all county islands located within the boundaries of the City of Rialto.
- Policies**
- Policies 4.1.4.1 through 4.1.4.5 in support of this goal shall also be applied to the Northeast Sector.
- Issue: Streetscapes**
- Although most residential streets in the Northeast Sector are green and pleasant passages through the neighborhoods, some local streets and several of the heavily travelled, major streets in the Sector detract from the image of the City.
- Goal**
- 4.2.4 All streetscapes in Rialto shall support and enhance the City's image as a desirable



place in which to live or work. (Refer to Chapter VIII, the Community Design Element.)

### **Policies**

- 4.2.4.1 Require landscaping in front of all barrier walls parallel to a street. (Refer to the Community Design Element, Chapter VIII.)
- 4.2.4.2 Extend the street enhancement program for Riverside Avenue through the Northeast Sector. (Refer to Chapter VIII, the Community Design Element.)
- 4.2.4.3 Create and adopt Foothill Boulevard Overlay Zone in the Rialto Zoning Ordinance to accord with policies in the Community Design Element. Improve buffering between residential and commercial areas on the south side of Foothill Boulevard.
- 4.2.4.4 Apply the goal and policies of the Highland Avenue Corridor stated in the Northern Sector to the northern boundary of the Northeast Sector.
- 4.2.4.5 Apply streetscape community design policies to commercial areas facing Baseline Road. (Refer to the Community Design Element, Chapter VIII.)
- 4.2.4.6 After opening of the new Rialto High School, improve the appearance of the facade, campus, parking lot and other facilities of Eisenhower High School visible from Baseline Road.

- 4.2.4.7 Stripe all collector streets with a center lane to facilitate residents' entrances and exits between these streets and their neighborhood streets. (Refer to Chapter V, the Circulation Element.)

### **Issue: Public Facilities**

Although the Northeast Sector does not contain as much undeveloped land as the Northern Sector, in-fill development may affect some public facilities. Facilities can also be impacted by development external to the Sector.

### **Goal**

- 4.2.5 Ensure that all developed areas of the City are adequately served with essential public services and infrastructure including, but not limited to, streets, water, surface drainage, sanitary sewers, law enforcement, fire protection and public schools.

### **Policies**

Policies 4.1.7.1 through 4.1.7.3 in support of this goal shall also be applied to the Northeast Sector.

## **4.3 EAST CENTRAL SECTOR**

The East Central Sector is defined as that area of Rialto lying between Foothill Boulevard and the San Bernardino Freeway, east of Cactus Avenue, as shown on Figure II-5.

This is a particularly diverse sector, containing some of Rialto's oldest development in and around the City's downtown, and some of its newest - the planned, yet to be realized, Gateway Center. It contains all the land uses

permitted in the City, ranging in intensity from agricultural to industrial.

Although there are no vast expanses of open land, as in the Northern Sector, there is still sufficient vacant land to offer the opportunity of planning development to link diverse land uses together in a workable pattern.

#### **Issue: Neighborhood Preservation**

A large part of the East Central Sector is developed for residential uses. Below Foothill Boulevard, in the northern part of the Sector, many of the single family neighborhoods are quite old, with small houses variously maintained, often shaded by beautiful mature trees. For the most part, this is moderate income market rate housing.

Because it is old, maintenance must be an on-going operation in order to preserve neighborhood quality.

Further south in the Sector, residential development has occurred more recently; here there are many attractive new subdivisions which, while still lacking the character they will acquire with age, need far less assistance in order to protect their stability.

#### **Goal**

- 4.3.1 Preserve and maintain existing residential neighborhoods in Rialto.

#### **Policies**

- 4.3.1.1 All neighborhood preservation policies for the Northeast Sector pertain equally to the East Central Sector.
- 4.3.1.2 Confine the policies for higher density residential development in the Downtown Area Specific Plan to land

west of Sycamore Avenue to prevent the incursion of higher density residential units into the older single family neighborhoods located east of the Downtown Area. (Refer to the Downtown Area Specific Plan.)

- 4.3.1.3 Encourage adaptive reuse of single family houses on Riverside Avenue, north of Rialto Boulevard in order to increase the compatibility of residential/commercial zones and preserve the small town quality of the Downtown Area. (Refer to the Downtown Area Specific Plan.)

- 4.3.1.4 The City shall adopt the historic districts recommended in the recent historical survey. (Refer to Chapter IX, the Cultural and Historic Resources Element.)

#### **Issue: Gateway**

Much of the area included in the Gateway Specific Plan is still vacant, but enough new development has occurred to provide encouraging evidence of the improvements planned for this major entrance to the City.

Despite new improvements, however, the overall impression of the Valley Boulevard Corridor through Rialto is of a cluttered, decayed and neglected area.

In order to hasten implementation of the Gateway Specific Plan through successful marketing of its land, immediate improvement should be made to the appearance of the Specific Plan area.

**Goal**

- 4.3.2 Support successful implementation of the Gateway Specific Plan. (Refer to the Gateway Specific Plan.)

**Policies**

- 4.3.2.1 Underground all overhead power lines on Valley Boulevard and Riverside Avenue.
- 4.3.2.2 Enforce Gateway Specific Plan screening, landscaping and parking policies for existing businesses and industries in the Gateway area. (Refer to the Gateway Specific Plan.)
- 4.3.2.3 Extend the street enhancement program for Riverside Avenue through the East Central Sector. (Refer to the Community Design Element, Chapter VIII.)
- 4.3.2.4 Using Redevelopment Agency authorities and funds, remove all abandoned buildings within the Gateway area. Maintain abandoned sites until sale of the lands for permitted purposes.

**Issue: Parks and Recreation**

There are only three public parks in the East Central Sector and one of these, the Rialto Sports Center, is almost entirely dedicated to special purposes. The two general purpose parks, Lilac and Andreson, receive heavy use by families with small children, exercise joggers and walkers and other traditional users of public park space. Because of the intensive residential development, now and still to come, more park lands are needed. The goal for parks and recreation stated for the Northeast Sector, and some policies in support of

that goal shall be applied to the East Central Sector. (Refer to the Open Space and Recreation Element, Chapter VII.)

**Goal**

- 4.3.3 Meet adopted City standards for the provision of park lands and open space.

**Policies**

Policies 4.2.2.1 through 4.2.2.4 shall be applied in the East Central Sector.

**Issue: Streetscapes**

New residential subdivisions in the East Central Sector offer attractive landscaping and buffer walls along Rialto's streets. In some older neighborhoods, however, neither the local nor major street parkways are landscaped or tended. Many older commercial and industrial areas in this sector appear to have had no streetside setback or landscaping requirements applied to their properties. The streetscape goal of the Northeastern Sector, shall be applied in the East Central Sector.

**Goal**

- 4.3.4 All streetscapes in Rialto shall support and enhance the City's image as a desirable place in which to live or work.

**Policies**

- 4.3.4.1 Require landscaping in front of all barrier walls facing a street. (Refer to the Community Design Element, Chapter VIII.)
- 4.3.4.2 All commercial or industrial properties fronting on City streets in the East Central



Sector (including those owned and operated by the City) shall be required to screen parking or storage yards, stockpiles and other collections of equipment from view from the street.

- 4.3.4.3 Street trees and parkway landscaping shall be provided for all developed properties within Rialto Redevelopment Area B.
- 4.3.4.4 Apply the community design policies to commercial and industrial areas fronting on Rialto or Cactus Avenues. (Refer to Chapter VIII, the Community Design Element.)

#### **Issue: Downtown Area Specific Plan**

The Downtown Area Specific Plan seeks to restore economic vitality to the historic heart of the City. In order to create a more viable market for commercial activity in the area, it is planned to increase the density of dwelling units on many lots which now contain single family housing. Offices and other, more intensive commercial uses are also planned. Like all Specific Plans, this is part of the General Plan, and must be supported and coordinated with the surrounding City through comprehensive planning.

#### **Goal**

- 4.3.5 Support successful implementation of the Downtown Area Specific Plan.

#### **Policies**

- 4.3.5.1 Locate the proposed commuter rail station within or near to the Downtown Area in order to stimulate economic activity in the Specific Plan area.

(Refer to Chapter V, the Circulation Element.)

- 4.3.5.2 Designate north-south truck routes to discourage truck traffic on Riverside Avenue through the Downtown Area. (Refer to the Circulation Element, Chapter V.)
- 4.3.5.3 Review redevelopment plans for Redevelopment Area B to insure coordinated and supportive relationships between the development of the Rialto Avenue corridor and the commercial activities of the Downtown Area.
- 4.3.5.4 Fund a professional study to define the most marketable shops and services for the Downtown Area. (Refer to the Redevelopment Element, Chapter IV.)

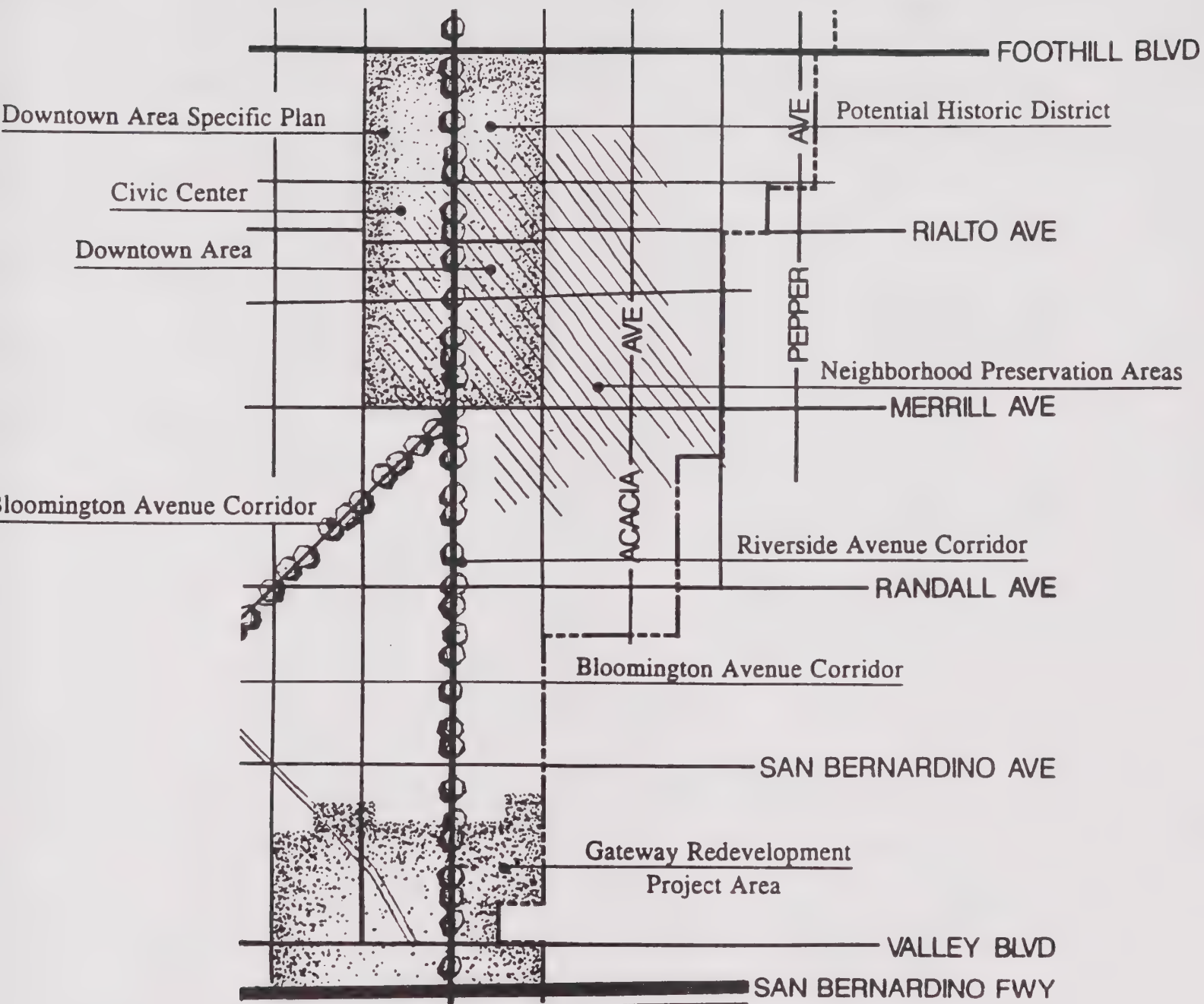
#### **Issue: Bloomington Avenue Corridor**

Some parts of Bloomington Avenue are among Rialto's most attractive streetscapes. Bloomington Avenue's wide median, green edges, and open areas make it a pleasing entrance to the City. Its northeast/southwest direction, however, crosses major grid streets at awkward angles, making difficult traffic crossings.

Its terminus on Riverside Avenue creates a five point intersection which, despite signals, can be confusing and dangerous for drivers. Its other Terminus, on Cedar Avenue, is often congested by Traffic from and to Valley Boulevard and the San Bernardino Freeway.

#### **Goal**

- 4.3.6 Improve the Bloomington Avenue Corridor.



East Central Sector

# GENERAL PLAN UPDATE

City of Rialto, California



FIGURE II-5





**Policies**

- 4.3.6.1 Approve a scenic overlay zone for the Bloomington Avenue Corridor. (Refer to Chapter VIII, the Community Design Element.)
- 4.3.6.2 Limit traffic on Bloomington Avenue to that suitable for residential areas by traffic control measures such as speed limits, cross walks, signals, stop signs and the like.
- 4.3.6.3 Encourage the creation of a childrens' center adjacent to the Simpson School on Bloomington Avenue, connected to the bicycle trail. Provide studio spaces for music lessons, dancing lessons, gymnastics and other extracurricular instruction, to be rented by the instructors. Offer rental space for ice cream parlors and other after-school social centers. Childrens' commercial recreation establishments such as game arcades can also be considered. Provide loading bays for school buses, vans and parents' vehicles.
- 4.3.6.4 Create a portal in the median strip of Bloomington Avenue. (Refer to the Community Design Element, Chapter VIII.)
- 4.3.6.5 The City shall encourage similar treatment along the Bloomington Avenue Corridor as that which is being proposed in the Gateway Specific Plan Area, specifically to include: lighting designed to create pools of light rather than a harsh overall ambient wash, special features such as village

entryways and selected landscape treatments, the use of street furniture, undergrounding of all utilities, etc.

**Issue: Public Facilities**

The East Central Sector can be expected to support considerable new development, particularly in its southern portion. New development can affect the quality of public services.

**Goal**

- 4.3.7 Ensure that all developed areas of the City are adequately served with essential public services and infrastructure including, but not limited to, streets, water, surface drainage, sanitary sewers, law enforcement, fire protection and public schools.

**Policies**

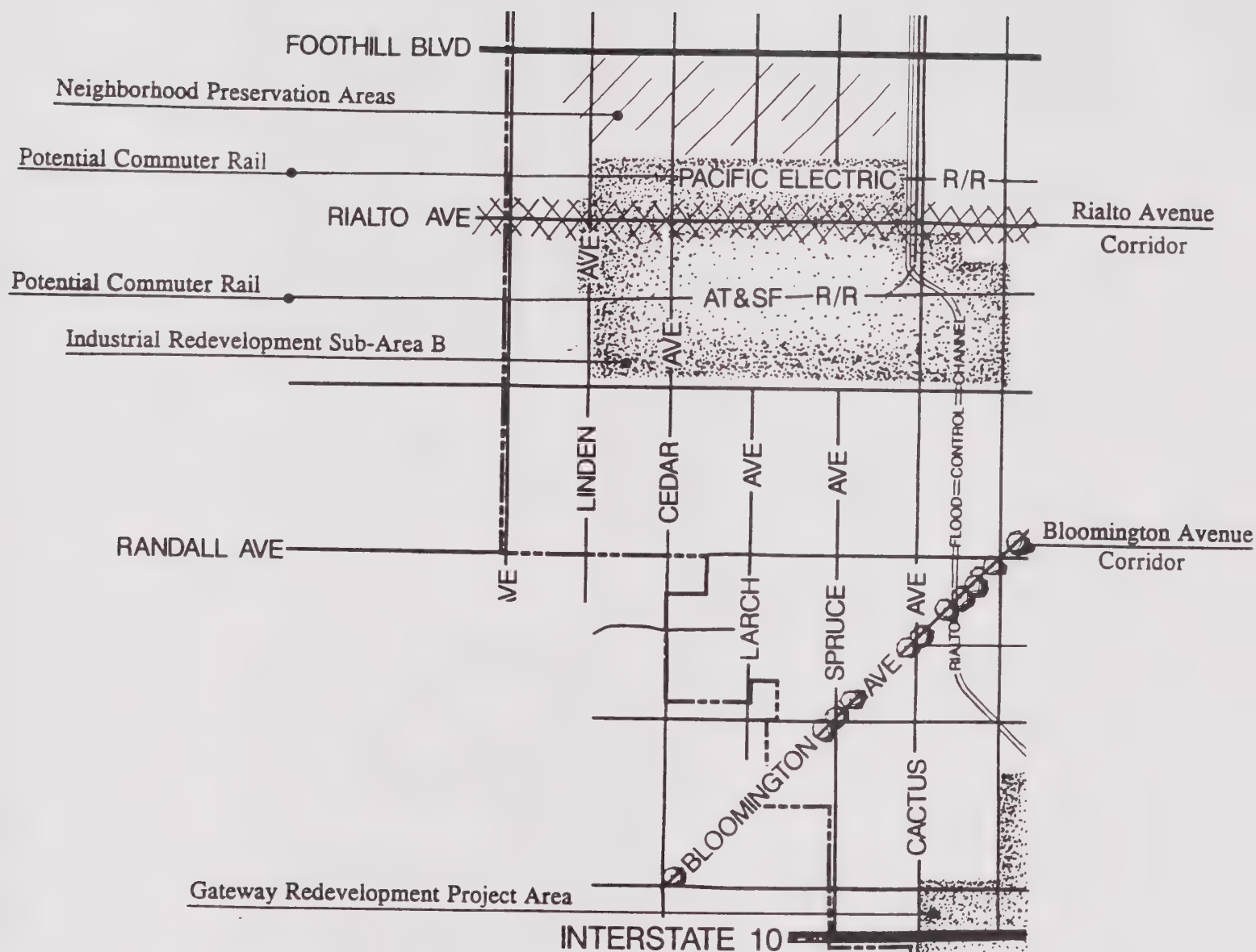
Policies 4.1.7.1 through 4.1.7.3 in support of this goal shall also be applied to the East Central Sector.

**4.4 THE WEST CENTRAL SECTOR**

The West Central Sector lies between Foothill Boulevard and the San Bernardino Freeway, west of Cactus Avenue, as shown on Figure II-6.

Although there is still a large amount of undeveloped land in this Sector, there are no public parks or dedicated open space. Almost all of the residential development is in single family units, with one major area of higher density housing at the western boundary of the City, at or near Rialto Avenue. The preponderance of undeveloped land in the Sector is designated for industrial parks.





West Central Sector

# GENERAL PLAN UPDATE

## City of Rialto, California



FIGURE II-6





**Issue: Rialto Avenue Corridor**

Rialto Avenue is the central artery of Redevelopment Area B, as well as the subject of an overlay zone in the Rialto Zoning Ordinance. Despite this evidence of special municipal attention to its problems, large sections of the Rialto Avenue corridor within the West Central Sector are underutilized or vacant. The link that Rialto Avenue should provide between occupants of the higher density housing at its western end and the sales and services of downtown Rialto appears to be largely unrealized.

**Goal**

- 4.4.1 Develop the Rialto Avenue Corridor to become an economically viable local service area.

**Policies**

- 4.4.1.1 Promote the location of a commuter rail station along either the Atchison Topeka and Santa Fe or the Pacific Electric/Southern Pacific Railroad lines, as appropriate, on available undeveloped land.
- 4.4.1.2 As appropriate, use the City's Redevelopment authority to plan appropriate commercial sales and services for commuters on properties convenient to the commuter rail station and parking area.
- 4.4.1.3 Create a multi-modal transit node at the commuter rail station. (Refer to Chapter V, the Circulation Element.)
- 4.4.1.4 Redesign the intersection of Rialto Avenue and Willow Avenue to improve access to the Civic Center, Post Office and downtown from the west.

- 4.4.1.5 Apply community design policies to new and existing commercial and industrial areas on Rialto Avenue. (Refer to the Community Design Element, Chapter VIII.)

**Issue: Mitigating Incompatible Land Uses**

Because the dominant land uses in the West Central Sector are, and will continue to be, industrial and residential, the concern of mitigating frictions between these uses is as important in this Sector as in the Northern Sector.

In some cases, the situation is more complex and difficult in this Sector because of older, closely sited incompatible uses, developed before zoning and design restrictions minimized the frictions between them. The goal and some policies for mitigating frictions between residences and industry in the Northern Sector shall be applied to the West Central Sector.

**Goal**

- 4.4.2 Develop, protect and enhance high quality residential, commercial, and industrial land use in Rialto.

**Policies**

Policies 4.1.5.1 through 4.1.5.5 shall be applied to the West Central Sector.

**Issue: Neighborhood Preservation**

Most of the single family residential neighborhoods in the West Central Sector are relatively new but there are some areas, particularly south of Foothill Boulevard, where older neighborhoods are located. With this diversity, the goal and all the policies of Neighborhood Preservation listed in the Northeast Sector are pertinent and should be applied to the West Central Sector.

**Goal**

- 4.4.3 Preserve and maintain existing residential neighborhoods in Rialto.

**Policies**

Policies 4.2.1.1 through 4.2.1.12 shall be applied in the West Central Sector.

**Issue: Parks and Recreation**

There are no parks or dedicated open space in this Sector, despite extensive residential development of both single family and multiple family housing. The parklands goal and some of its supporting policies stated in the Northeast Sector shall be applied to the West Central Sector.

**Goal**

- 4.4.4 Meet adopted City standards for the provision of park lands and open space. (Refer to Chapter VII, the Open Space and Recreation Element.)

**Policies**

Policies 4.2.2.1 through 4.2.2.3 shall be applied to the West Central Sector.

**Issue: Streetscapes**

With the exception of Valley Boulevard, which does not improve in appearance at Rialto's western boundary, the streetscapes in the West Central Sector are quite typical of the City as a whole, well landscaped and maintained when adjoining new residential development, but otherwise unimproved. The streetscape goal and appropriate supporting policies shall be applied in the West Central Sector.

**Goal**

- 4.4.5 All streetscapes in Rialto shall support and enhance the City's image as a desirable place in which to live and work.

**Policies**

Policies 4.2.4.1 through 4.2.4.3 concerning streetscapes shall be applied in the West Central Sector.

**Issue: Valley Boulevard**

Only a small portion of the Gateway Specific Plan area lies within the West Central Sector, but it is important to that Plan's success, as well as to Rialto's image, to continue recommended improvements along Valley Boulevard west to the City line.

**Goal**

- 4.4.6 Enhance and improve Valley Boulevard to protect this important roadway through the City.

**Policies**

- 4.4.6.1 The City shall encourage similar treatment along Valley Boulevard as that which is being proposed in the Gateway Specific Plan Area, specifically to include: special features such as village entryways and selected landscape treatments, the use of street furniture, undergrounding of all utilities, etc.



4.4.6.2 Support successful implementation of the Gateway Specific Plan.

4.4.6.3 Apply community design policies to new and existing commercial areas on Valley Boulevard west of the Gateway area within the City and its sphere of influence.

Policies 4.3.2.1 and 4.3.2.2 for the Gateway Specific Plan area shall be applied to the West Central Sector.

#### **Issue: Bloomington Avenue Corridor**

The goal and policies for the Bloomington Avenue Corridor cited in the East Central Sector shall be continued westward to the City boundary.

#### **Goal**

4.4.7 Improve the Bloomington Avenue Corridor.

#### **Policies**

4.4.7.1 Encourage the annexation of that area surrounding the intersection of Valley Boulevard and Bloomington Avenue, as well as that area along the Bloomington Avenue Corridor, in order to establish consistency in design treatment along the entire length of the roadway.

Policies 4.3.6.1, 4.3.6.2, and 4.3.6.4, 4.3.6.5 for Bloomington Avenue shall apply to the West Central Sector.

### **4.5 THE SOUTHERN SECTOR**

The Southern Sector is that area of Rialto located south of the San Bernardino Freeway. With the exception of a narrow margin of land on its western boundary, the Southern Sector is entirely occupied by the Agua Mansa

Industrial Corridor Specific Plan Area, as shown on Figure II-7.

Agua Mansa is not only a Specific Plan area, but also a Redevelopment Area and an Enterprise Zone, all cooperatively planned and administered by joint powers agreements between the Cities of Rialto and Colton and the Counties of San Bernardino and Riverside. Of these cooperating local agencies, the City of Rialto contributes the largest area of land in the Agua Mansa Industrial Corridor.

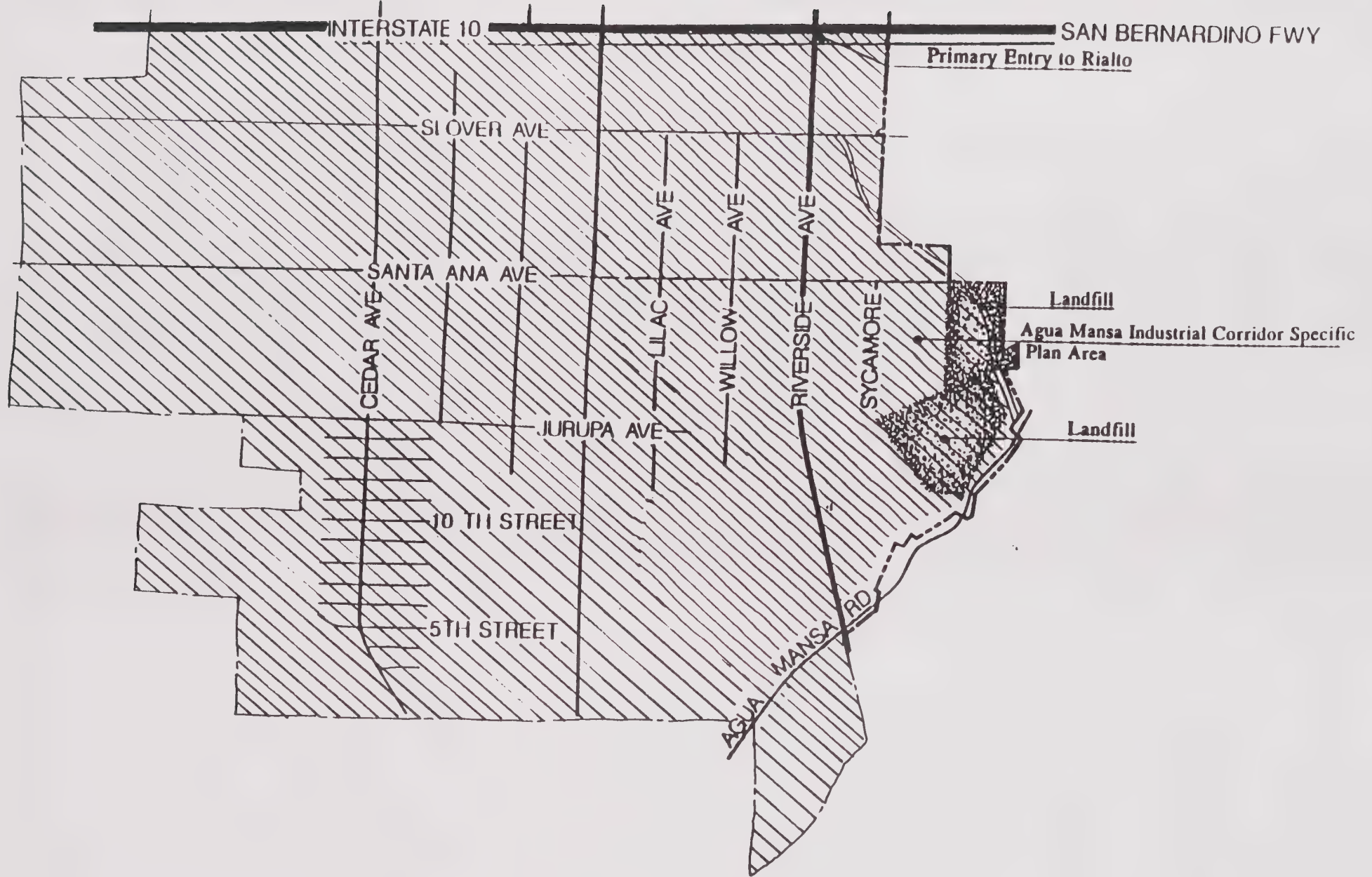
The goal of the Agua Mansa Plan is to attract labor-intensive heavy industry in order to provide thousands of new blue collar job opportunities to local residents. Responsive to this goal, almost all of Agua Mansa is zoned for heavy or medium industry, including that part of the planned area which lies within Rialto's boundaries. The Specific Plan states that it is "...intended that the (Agua Mansa) Land Use Plan and Development Standards...become the prevailing land use regulations, thereby being preeminent over the existing General Plan and Zoning Standards presently in effect in the respective jurisdictions.

It is felt that it is critical to maintain consistency with respect to land uses and site development standards throughout the Agua Mansa Corridor...."

As stipulated in the Specific Plan "...the Plan should be reviewed periodically to assure that it is responsive to market demands and local desires and needs. .

Upon application to amend the Plan, the respective local agencies should consult the other local agencies prior to approval of the amendment to ensure that the overall Plan goals will not be compromised...." The City of Rialto has experienced no difficulties in amending the Plan to suit its needs on the few occasions when it requested changes





Southern Sector

# GENERAL PLAN UPDATE

City of Rialto, California



FIGURE II-7





**Issue: Agua Mansa Industrial  
Corridor Specific  
Plan Implementation**

Implementation of the Agua Mansa Industrial Corridor Specific Plan is hampered by the inadequacy of the infrastructure needed to serve its ambitious development plans. (Refer to Redevelopment Element.)

**Goal**

- 4.5.1 Upgrade public infrastructure as an inducement to promote private investment in the City. (Refer to the Redevelopment Element, Chapter IV.)

**Policy**

- 4.5.1.1 Link redevelopment tools with the processes of community facilities district formation and other similar funds to improve water and sewer systems within the Agua Mansa Industrial Corridor Specific Plan area. (Refer to Chapter IV, the Redevelopment Element.)

**Issue: Mitigating Incompatible  
Land Uses**

The western boundary of the Agua Mansa Industrial Corridor Specific Plan, zoned for Medium Industry borders on unincorporated land in the community of Bloomington, zoned for rural residential. This contrast of uses is seen by some Bloomington residents as threatening to their rural lifestyle, both because of the nature of the industrial land use, and the fear that industrial activity would continue to expand westward into their community. After visiting the area several times and discussing this issue in detail, the Citizens' Advisory Committee made the following recommendations.

**Goal**

- 4.5.2 Develop, protect and enhance high quality residential and industrial land use in Rialto.

**Policies**

- 4.5.2.1 Limit industrial development in the area lying south of the San Bernardino Freeway and north of the Southern California Easement so that industrial use does not extend west of Cactus Avenue.
- 4.5.2.2 The City of Rialto should encourage the annexation of that land lying east of Cactus Avenue, located between the San Bernardino Freeway and the Southern California Edison easement to the south.
- 4.5.2.3 Upon annexation, the City of Rialto shall zone annexed land lying east of Cactus Avenue, located between the San Bernardino Freeway and the Southern California Edison easement consistent with the goals and policies of the General Plan.
- 4.5.2.4 Land planned for low density residential use in the Southern Sector shall be developed for equestrian-related homes with access to planned equestrian trails and other equestrian facilities allowing safe, healthful ownership and enjoyment of horses and other domestic animals.

Additional support of Goal 4.5.2 is provided by Policies 4.1.5.1., 4.1.5.2 and 4.1.5.4 which shall apply in the Southern Sector.

**4.6 THE NORTHWEST SECTOR**

As shown in Figure II-8, the Northwest Sector is defined as that area of the City lying between Highland Avenue and Foothill Boulevard, west of Cactus Avenue. The Sector is geographically dominated by the Rialto Municipal Airport. A major new recreational acquisition, the playing fields to be developed in the Cactus Basins, are located east of the Airport, and will be served by the new bicycle trail. Other lands adjoining the Airport are still largely underutilized or vacant. South of Baseline Road residential land is almost fully developed.

**Issue: Rialto Municipal Airport**

Rialto Municipal Airport is one of the larger general aviation airports in San Bernardino County. It is expected to grow in regional importance with the planned expansion of its facilities, including its runways. It is, therefore, most important to ensure a safe and harmonious compatibility between the Airport and its surrounds. With appropriate planning and management, Airport development and City development will be mutually supportive and beneficial.

Refer to the Rialto Municipal Airport Comprehensive Land Use Plan (RMACLUP.)

**Goal**

- 4.6.1 Realize the full potential benefits of the Rialto Municipal Airport to the City of Rialto.

**Policies**

- 4.6.1.1 Implement the recommendations stated in the Rialto Municipal Airport Comprehensive Land Use Plan (RMACLUP), and specifically those enumerated below.

- 4.6.1.2 When economically feasible, the City of Rialto shall acquire those properties located within Referral Area A as defined in the RMACLUP.

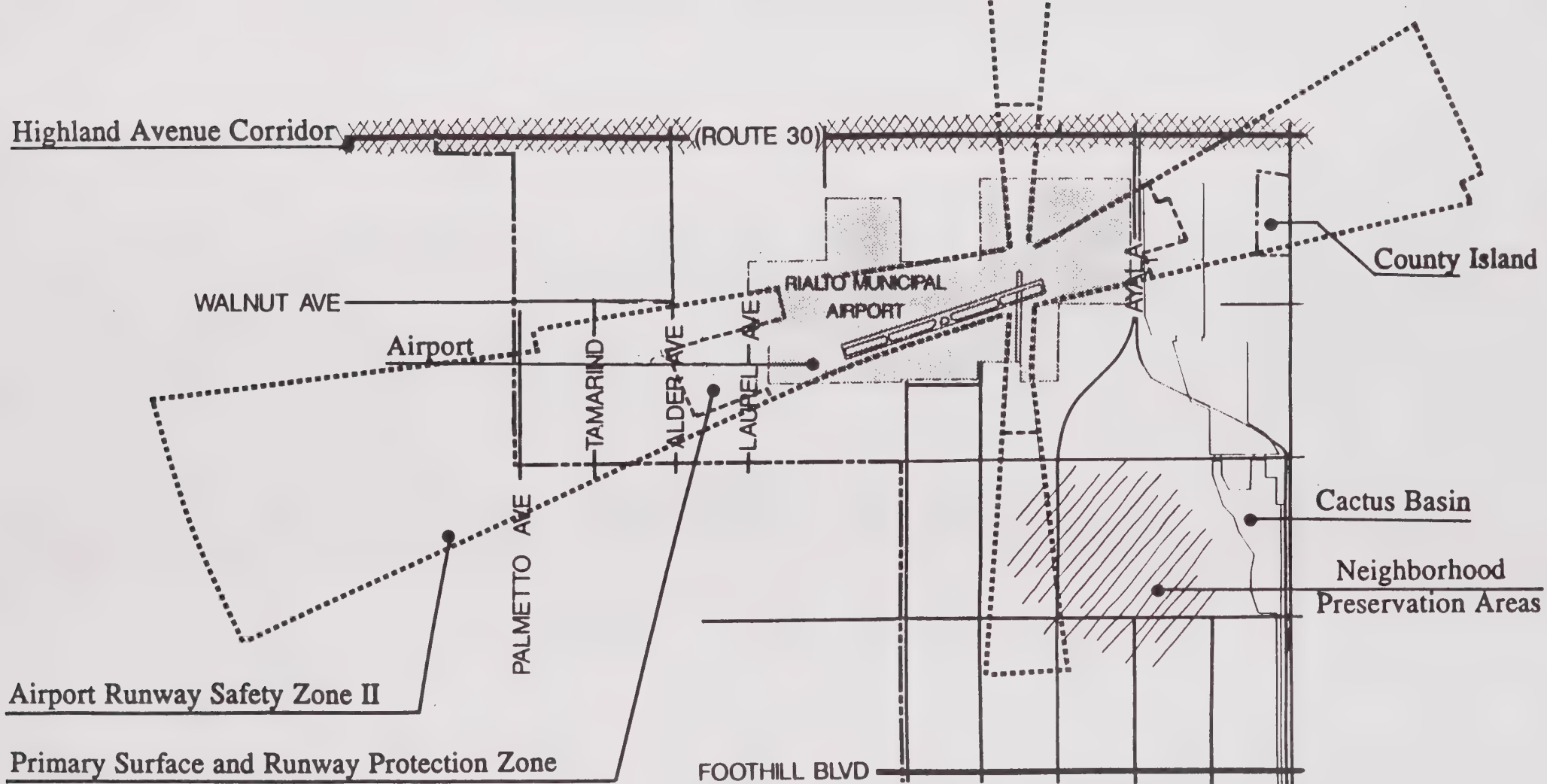
- 4.6.1.3 The City shall reevaluate those uses permitted in the PID and M-1R zoning in Referral area "B" to ensure conformity with those uses as described under "Safety Zone II" limitations (specifically with regard to the total number of persons permitted within each facility at a given time and that there are no chemical laboratories permitted).

- 4.6.1.4 The City shall reevaluate the existing R-1A/R-1B and R-1C zoning within Referral Area "B" to prohibit public buildings and to restrict the number of single family dwellings per acre.

- 4.6.1.5 The City shall require all development in Referral Areas A, B and C to be subject to a standard aviation easement. In addition, all development within the "Conical Surface Area," as defined in the RMACLUP, shall be subject to a standard aviation easement.

- 4.6.1.6 Until such time as Runway 6/24 is relocated, and Safety Zone II boundaries are replotted, future development along Baseline Road, between Alder and Tamarind Avenues, shall be required to submit a Safety Study. Development in that area shall be prohibited pending approval of the Safety Study.





Northwest Sector

# GENERAL PLAN UPDATE

## City of Rialto, California



FIGURE II-8



- 4.6.1.7 The City shall overlay zoned height limitations in accordance with FAA height notice requirements for all development within specific impact and Referral Areas associated with Rialto Municipal Airport.

Specifically, the C-2 and C-3 height limitations in Referral Area C shall be revised.

- 4.6.1.8 The RMACLUP shall be amended in response to any significant changes in construction or operation of Airport facilities. This applies particularly to closure of the existing runway, and/or construction or extension of other runways.

- 4.6.1.9 Rialto Municipal Airport Administration, with the approval of the Development Review Committee, shall be responsible for landscaping, building design, grounds maintenance and other improvements to all property within its boundaries in order to meet its obligations to the City which supports it.

- 4.6.1.10 Rialto Municipal Airport Administration shall seek Federal funding for construction of a control tower and terminal building as soon as its eligibility for this support is established. Design and appearance of the new terminal and control tower shall be approved by City staff before construction.

- 4.6.1.11 Locate the Cactus Basin playing fields a safe distance away from the Rialto Municipal Airport Runway Protection Zone, as defined in the RMACLUP.

- 4.6.1.12 The City shall devise a means by which potential developers are informed of the specific impact and referral areas associated with the airport and ensure compliance with the FAA height notice requirements.

Other goals and policies related to the Rialto Municipal Airport and its environs are contained in the Noise, Safety and Circulation Elements.

#### **Issue: County Islands**

There is one portion of a county island located in the northwest corner of this Sector. The issue, goal and policies for county islands discussed in the Northern Sector shall also apply to the Northwest Sector.

#### **Goal**

- 4.6.2 Encourage the annexation of all county islands located within the boundaries of the City of Rialto.

#### **Policies**

Policies 4.1.4.1 through 4.1.4.5, related to county islands, shall be applied in the Northwest Sector.

#### **Issue: Highland Avenue Corridor**

Highland Avenue, the future location for the State Route 30 Freeway, is ideally located in the Northwest Sector: there are no existing residential neighborhoods immediately south of the Corridor, vacant land bordering the Corridor offers the opportunity to locate industrial and commercial activities which will benefit from the Freeway, and regional access to the Airport will be enhanced by its proximity to the Freeway.



**Goal**

- 4.6.3 Maximize State Route 30 opportunities and benefits to the City of Rialto.

**Policies**

Policies 4.1.6.1 through 4.1.6.7, planned for beneficial land uses in the State Route 30 corridor, shall be applied in the Northwest Sector.

**Issue: Neighborhood Preservation**

Residential neighborhoods in the Northwest Sector vary from new, well landscaped and well maintained single family housing to older single family areas, some of which show indications of incipient deterioration. The only multi-family development is a small area located just north of Foothill Boulevard on the City's western boundary.

**Goal**

- 4.6.4 Preserve and maintain existing residential neighborhoods in Rialto.

**Policies**

Policies 4.2.1.1 through 4.2.1.12, supporting neighborhood preservation, shall be applied in the Northwest Sector.

**Issue: Parks and Recreation**

There is only one neighborhood park, adjacent to Dollahan School on Etiwanda Avenue, in the Northwest Sector. The new park development in the Cactus Basins will be a major service to youth in the community, but more parklands to serve other recreational needs and other resident groups in Northwest Sector neighborhoods are needed.

**Goal**

- 4.6.5 Meet adopted standards for the provision of park lands and open space.

**Policies**

- 4.6.5.1 Require all owners of undeveloped land in the Northwest Sector to maintain their properties free of debris and litter. Owners who fail to comply shall pay the City clean-up fees in compensation for the City's costs in policing vacant land.

Policies 4.2.2.1 through 4.2.2.8 in support of increasing park and open space resources shall be applied in the Northwest Sector.

**Issue: Public Facilities**

The Northwest Sector contains large areas of vacant land, much of it to be developed in industrial uses. It is important that the expansion of public facilities is adequate to serve future development in this Sector.

**Goal**

- 4.2.5 Ensure that all developed areas of the City are adequately served with essential public services and infrastructure including, but not limited to, streets, water, surface drainage, sanitary sewers, law enforcement, fire protection and public schools.

**Policies**

Policies 4.1.7.1 through 4.1.7.3 in support of this goal shall also be applied to the Northwest Sector.

## CHAPTER III

# ECONOMIC DEVELOPMENT

### 1.0 INTRODUCTION

The General Plan may include any elements which address subjects that relate to the physical development of the jurisdiction. Once adopted, an optional element has the same force and effects and is as legally binding as any mandatory element, as stipulated in Government Code Section 65303. An economic development element addresses the market constraints and opportunities for particular economic activities, fiscal and employment effects of land use arrangements, and the city's efforts to capitalize on regional economic growth.

The 1980s unfolded as a decade of unprecedented regional growth in San Bernardino County. New communities replaced vineyards and orchards at the same time that existing small cities evolved into major population and economic centers. Fueled by young families searching for affordable housing opportunities and by the easterly march of new large-scale industrial projects, a majority of the county's urbanization concentrated in the corridor between the City of San Bernardino and the Los Angeles-Orange County border.

Yet, some communities in this sub-region experienced a growth in the commercial and industrial sectors at a pace far greater than that of Rialto. The City is faced with established major retail complexes in neighboring communities, leaving Rialto with a net outflow of retail sales. Per capita retail sales in Rialto were only slightly more than one-half of the average of that of San Bernardino County. Commercial building permit activity also reflects the

substantial shadow Rialto lies in. Though the City does possess the vacant land necessary to expand in most market sectors, careful planning will be required to ensure its success in light of these competing cities.

Economic development within a region or a particular municipality does not simply appear due to "market forces" alone. Local governments now play very important, and often quite aggressive, roles in shaping their economies. Promotional efforts, realistic land use designation, adequate service provision, and skillful negotiation with the private sector to achieve particular objectives all direct the economic climate.

Fast-growing cities such as Rialto which are caught up in an even larger tide of regional development face four economic development challenges: 1) to secure competitive advantages and stem any erosion of their economic base by nearby competitors; 2) to address the concerns of internal economic structure such as industrial area disuse, commercial underdevelopment and downtown character; 3) to ensure adequate governmental revenues to finance essential public services; and 4) to create and maintain a distinctive community image, attractive to both businesses and residents.

#### Goal

- 1.1 Promote an economic base and positive business climate providing primary commercial services to the resident population.

#### Policies

- 1.1.1 Encourage the development of at least two new community level retail centers within the next three years within areas designated for commercial development.

1.1.2	Promote the development of entertainment centers including theaters, bowling alleys, etc., at designated sites on Highland Avenue and in the Gateway Specific Plan Area.		the Agua Mansa area, to receive State Tax Credits.
1.1.3	Assist the private sector in the provision of diversified recreational services, such as driving ranges, batting cages, and the like.	1.2.3	The City Administrator shall work with the property owners in the Agua Mansa Industrial Corridor Specific Plan Area to establish a Community Facilities District to finance street, sewer, and drainage improvements and to fund police and fire services.
		<b>Goal</b>	
1.1.4	The Economic Development Department shall develop an Economic Marketing Plan, to include the coordination of community-wide marketing workshops, publishing of an Economic Development marketing letter, and coordination with the City's Chamber of Commerce.	1.3	Foster a positive community image and improve historic commercial areas, thereby strengthening the local economic base.
		<b>Policies</b>	
<b>Goal</b>		1.3.1	Encourage the recycling to higher order land uses at the major entrances to Rialto, specifically at the Riverside Avenue and Valley Boulevard intersection and at Riverside Avenue and the I-15 Freeway.
1.2	Provide a broader base of employment opportunities for Rialto and the west San Bernardino Valley.	1.3.2	Continue public improvements in the downtown as well as aiding local businesses to improve structures in a manner that will not detract from the small town atmosphere.
		1.3.3	Preserve key historic sites within the downtown to maintain the character of the area as well as provide an additional lure for visitors to the district.
<b>Policies</b>		1.3.4	Expand the downtown through the addition of new retail businesses by 1995.
1.2.1	Encourage a diversified manufacturing base typified by clean industries and warehousing in the City's northern industrial areas.		
1.2.2	Encourage the consolidation of smaller lots and large scale users in large vacant industrial areas, such as the Agua Mansa Industrial Corridor Specific Plan Area and the areas surrounding the Airport. Particular attention should be paid to encourage the location of businesses/industry in the Enterprise Zone, located in		



- 
- 1.3.5 The Economic Development Department shall endeavor to revitalize the downtown area through the use of proven "Main Street" techniques, including the employment of a downtown coordinator, encouragement of uniform business hours, coordination of joint sales and marketing efforts, development of a "farmers market", as well as facade and landscaping improvements.
- 1.3.6 Create a commercial loan program to subsidize the cost of retrofitting buildings in the downtown area to meet seismic safety regulations.
- 1.3.7 Adopt an ordinance for implementing Downtown Design Guidelines.
- Goal**
- 1.4 Strengthen and diversify existing principal commercial areas.
- Policies**
- 1.4.1 Improve the appearance and character along Foothill Boulevard through improved signage, landscape treatment, store front improvements and possible relocation of under performing businesses.
- 1.4.2 Encourage the location of higher order retail centers along the western end of Foothill to serve Rialto residents as well as capture customers from neighborhoods to the west.
- 1.4.3 Promote the consolidation of smaller parcels to create large retail sites to discourage premature development and reduce the spread of strip commercial uses.
- 1.4.4 Promote continuity of commercial and industrial development along major arterial streets by providing incentives for residents to relocate out of these commercial and industrial areas.
- 1.4.5 Institute a review of major tenants in the higher-order retail centers to establish complementarity, rather than direct competition, with other higher-order retail clusters; such centers include the downtown area, Foothill Corridor, and the Riverside Avenue and Baseline Road intersection.
- 1.4.6 Encourage the development of a major discount center or other appropriate use at the intersection of Riverside Avenue and Valley Boulevard to complement the existing Rialto Value Center and adjacent Price Club.
- Goal**
- 1.5 Ensure that major commercial and industrial developments contribute to a healthy local tax base.
- Policies**
- 1.5.1 Market analyses for commercial projects of ten acres or more, may be required at the discretion of the Development Review Committee, to demonstrate minimal adverse impacts on existing vital businesses.

- 1.5.2      Require a fiscal impact analysis report to accompany development applications for any commercial or industrial project in excess of ten acres.
- 1.5.3      Create joint public-private efforts to expand the taxable retail sales base of Rialto by an average of 13 to 17% annually over the next five years.
- 1.5.4      Prepare an annual State of the Economy Report to the community and City Council, documenting the fiscal health of the private sector, the local government, and highlighting major public/private economic achievements.

**Goal**

- 1.6          Utilize the Specific Plan process for planning in established areas of Rialto which may undergo land use transformation.

**Policies**

- 1.6.1      Establish criteria for comprehensiveness in such Specific Plans to address all critical issues relative to the area in question.
- 1.6.2      Encourage master planning and, where appropriate, mixed use character at major in-fill sites.

Additional goals and policies related to economic development are found in Chapter II, Land Use, Chapter IV, Redevelopment, Chapter V, Circulation, Chapter VIII, Community Design, and Chapter IX, Cultural and Historic Resources.

## CHAPTER IV

# REDEVELOPMENT

### 1.0 INTRODUCTION

Community Redevelopment Law, Part 1, Division 24, State of California Health and Safety Code provides that any city can establish a Redevelopment Agency to prepare and adopt redevelopment plans in order to revitalize problem areas and remedy blighted conditions.

Government Code Section 65303(i) allows for the inclusion of a Redevelopment Element in a General Plan as follows:

"A redevelopment element consisting of plans and programs for the elimination of slums and blighted areas and for community redevelopment, including housing sites, business and industrial sites, and for other purposes authorized by law."

The City of Rialto has adopted four redevelopment project areas encompassing just over 4,100 total acres or approximately one-third of the City's land area, as shown on Figure IV-1. Objectives in the two largest of these, Industrial Subareas "A" and "B", and the Agua Mansa Industrial Corridor Specific Plan Area primarily address employment creation and infrastructure upgrading in support of that purpose. Major concerns in the Gateway Specific Plan Area are the underutilization of many properties, traffic congestion, and visual blight at the City's southern entry. The newest project area, the Central Business District Redevelopment Project, suffers from an inappropriate retail mix. Following limited program activity during the early 1980's, redevelopment investments have risen sharply since 1987.

#### Goal

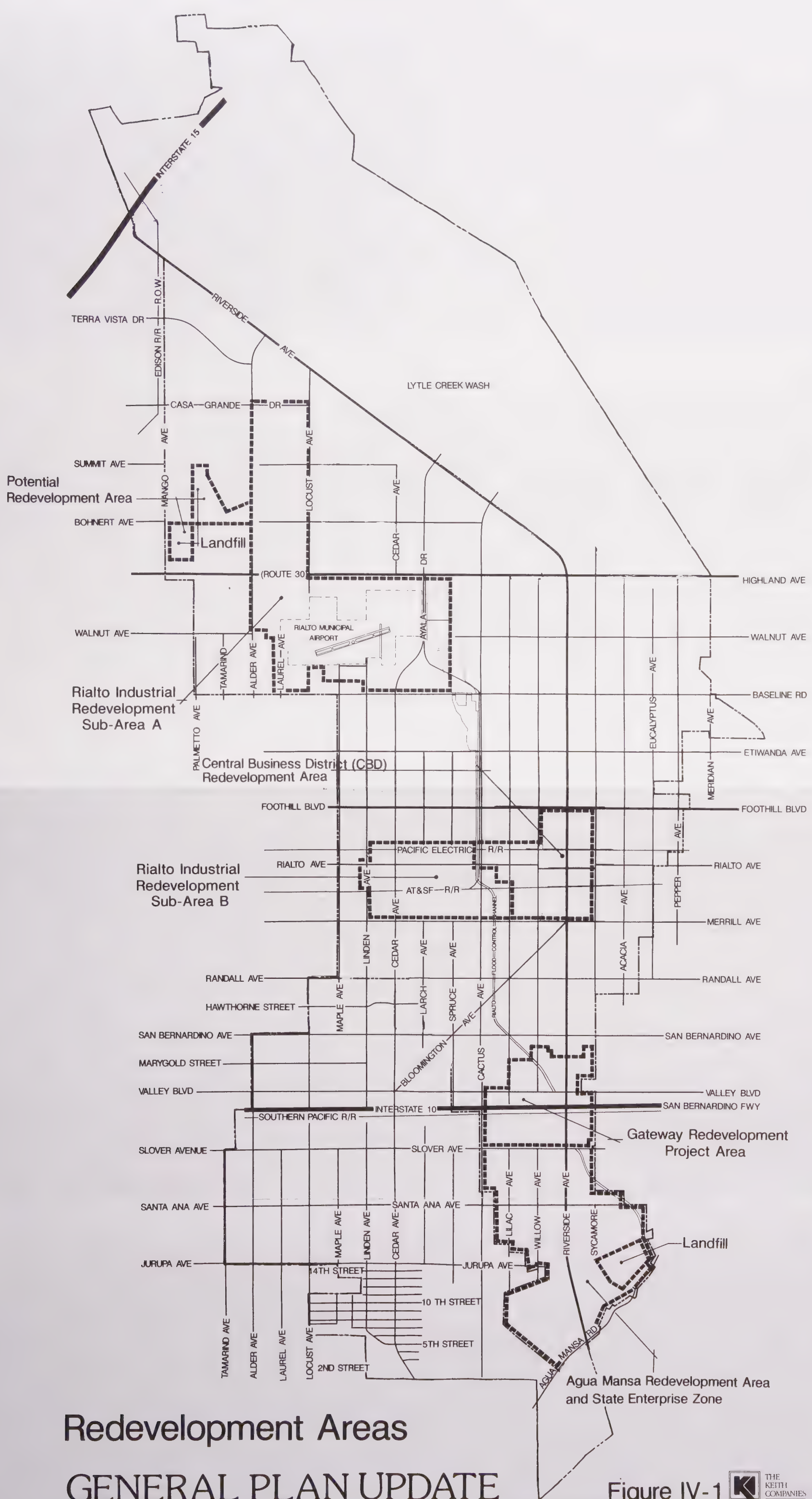
- 1.1 Promote economic development in Rialto in order to strengthen the financial health of the local economy.

#### Policies

- 1.1.1 The City shall use a portion of its redevelopment funds to sustain the staffing, programs and outreach efforts of the Economic Development Department.
- 1.1.2 Agency investments shall be directed to those economic activities and locations with the greatest potential economic returns, specifically the retail sector, services, and labor intensive industrial activities.
- 1.1.3 Bring the site assembly tools and marketing efforts of redevelopment to bear in creating two new major commercial entertainment centers in the Gateway Specific Plan Area, consisting of at least four major tenants and three restaurants, coordinating these centers with family oriented commercial recreation at designated sites on Highland Avenue.
- 1.1.4 Revitalize the downtown by focusing on a "Main Street" strategy of specialty retailing and service activities, including organization of a weekly farmers market.





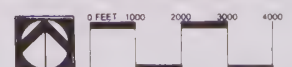


# Redevelopment Areas

## GENERAL PLAN UPDATE

### City of Rialto, California

Figure IV-1







1.1.5 Emphasize development agreements which provide the Agency with equity participation opportunities to the greatest extent possible.

1.1.6 A fiscal impact analysis for all commercial or industrial projects in excess of ten acres to ensure that governmental service costs are covered by anticipated project revenues or that a finding of special circumstances applied may be required, at the discretion of the Development Review Committee.

#### Goal

1.2 Assist the private sector with job creation, expansion, and employment stability.

#### Policies

1.2.1 Develop an incentive program which emphasizes the attraction of medium-sized and smaller firms in order to insulate the local economy from national and regional recessions.

1.2.2 Add an average of seven new industrial employers per year over the next ten years.

1.2.3 Tie business attraction incentives to performance measures rather than advancing significant resources from redevelopment in advance of firm's start-up.

1.2.4 Encourage new and existing major employers to make full use of the local labor force by providing training support, labor information, and amenities such as the provision of child care facilities.

1.2.5 Work with major airport service industries to promote the use of Rialto Airport as a center for subcontractors and suppliers.

1.2.6 Encourage the expansion of the State Enterprise Zone within the industrially planned areas located southerly of I-10.

1.2.7 Consider the establishment of a redevelopment area for those areas being used for landfill purposes and which are not currently within a redevelopment project area.

#### Goal

1.3 Strive to reduce structural and economic blight within each of the City's redevelopment project areas.

#### Policies

1.3.1 The City shall establish and maintain a fund for revolving loans and grants to assist small businesses with seismic safety upgrading and facade improvements.

1.3.2 Redevelopment financing devices should be coupled with property code enforcement activities to assist non-residential and residential improvement activities.

1.3.3 In those cases where property acquisition is necessary for area improvement, the Redevelopment Agency shall proceed with willing-seller/willing-buyer negotiations. Eminent domain proceedings shall be used only in extreme cases.

1.3.4	Prepare flexible zoning regulations to address the special needs of firms in the airport vicinity.	<b>Goal</b>	
1.3.5	Implement the Gateway Specific Plan by requiring new development to provide the required public infrastructure, median strip, and entry signage.	1.5	Assist in the preservation, improvement, and production of housing stock available to lower- and moderate- income residents of the community.
<b>Goal</b>		<b>Policies</b>	
1.4	Upgrade public infrastructure as an inducement to promote private investment in the City.	1.5.1	The City shall use its Redevelopment Housing Set-Aside Fund monies to assist in the financing of programs adopted under the General Plan Housing Element.
<b>Policies</b>		1.5.2	Draw upon the proceeds of the housing set-aside funds to assist low income households with housing maintenance and major improvements.
1.4.1	Link redevelopment tools with the processes of community facilities district formation and other similar funds to improve water and sewer systems within the Agua Mansa Industrial Corridor Specific Plan Area.	1.5.3	Using the proceeds of the housing set-aside funds, assist low income seniors in the maintenance and improvement of their housing.
1.4.2	Consider increasing the debt ceiling limits for the Industrial Redevelopment Subarea "A" and "B" to a level commensurate with infrastructure needs.	Additional goals and policies which relate to economic development can be found in Chapter III, Economic Development, and Chapter VIII, Community Design, while additional goals and policies which relate to the provision of commuter rail facilities can be found in Chapter V, Circulation and the Air Quality section of Chapter X, Conservation.	
1.4.3	The Agency shall work with the downtown merchants to establish a local improvement district to fund additional off-street parking.		
1.4.4	Identify a location and financing mechanism for a potential commuter rail station and transit center.		
1.4.5	Coordinate redevelopment area public improvements with those in the City's capital improvements program.		

## CHAPTER V

# CIRCULATION

### 1.0 INTRODUCTION

The California Government Code Section 65302(b) requires that:

"(The General Plan shall include) a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan."

The City of Rialto's long history encompasses dramatic changes in community character as it has evolved from a small farm town toward its current urban/suburban status within one of the fastest growing regions in the Nation. The stresses of rapid change for the City, and for its region, are nowhere more apparent than in the circulation systems upon which their future socio-economic health depends.

In the recent past, regional transportation of both people and freight has been accomplished almost entirely by motor vehicles. Now, however, there are increasing constraints on the monopoly of the highway system in meeting future circulation needs. Although Southern California's traffic congestion is measurably worsening, the rising costs of land, construction and public resistance limit expansions of freeways and major arterials. Air quality, a demonstrated threat to public health and welfare, is causing legislated change to how, when, and how often people will use their cars. In response to these and other limitations on motor vehicles, other modes of travel are gaining support and funding.

The impacts of these changes on Rialto will be significant, and many of them are potentially supportive of the City's goals for improved quality of life. Jobs/housing balance, mandated by the Air Quality Management Plan (AQMP), can enhance the City's efforts to increase local employment opportunities for its residents. Light rail transit, now close to implementation, can enforce the economic centrality of Rialto's historic downtown. Telecommuting and flexible work schedules, also required by the AQMP, can widen feasible locational boundaries for employers and workers, thus increasing Rialto's market area. Telecommuting residents, in turn, can find more time and energy for community activities, strengthening the social fabric of the City.

None of these benefits will occur unaided; Rialto must continue to plan to make the most of change. Nor will old transportation problems disappear; the most that is expected of transportation demand management and other congestion-reducing techniques is to stay even in the face of future growth. As Rialto grows, good internal flow and access for local traffic must be maintained; through traffic, which offers many costs and few benefits to the City, must be channeled into efficient corridors separated from and protective of the life of the City. These are the issues addressed by the Circulation Element.

#### Existing Conditions

All of Rialto is now well served by a roadway system which provides convenient and efficient access to all parts of the City for cars, buses and trucks. Sidewalks throughout the City offer safety to pedestrians. Two Interstate highways, the I-10 and the I-15, are immediately available for regional travel, and beyond. In the future, a bicycle trail, the Los Angeles/San Bernardino commuter rail



line, an improved General Aviation airport, and a new freeway constructed in the Highland Avenue corridor will offer additional mobility to Rialto residents.

It is evident that the City's circulation systems have grown with the City, keeping pace with demands generated by new development. In order to maintain this concurrency of land use and circulation development, as well as to meet present and future transportation needs resulting from unprecedented local and regional growth, it is necessary to identify significant pending issues and the goals and policies to address them.

## 2.0 ROADWAYS

As discussed in the Rialto Synthesis Report, roadways are classified according to their dimensions, capacities and the purposes they are designed to serve. Simplified, the hierarchy of roadways is as summarized below:

Freeways are multi-laned, high volume, high speed roadways built for regional and interregional travel. Access to freeways is rigorously constrained in order to maintain the flow of traffic unimpeded by entering and exiting vehicles.

Major arterials are the largest of local "surface" streets. Major arterials serve to link freeways with other local streets as well as to accommodate through traffic. Typically, major arterials have at least four lanes, left turn pockets and design speeds of 50 miles per hour. For reasons of safety, it is desirable to limit the number of driveways with direct access to major arterials.

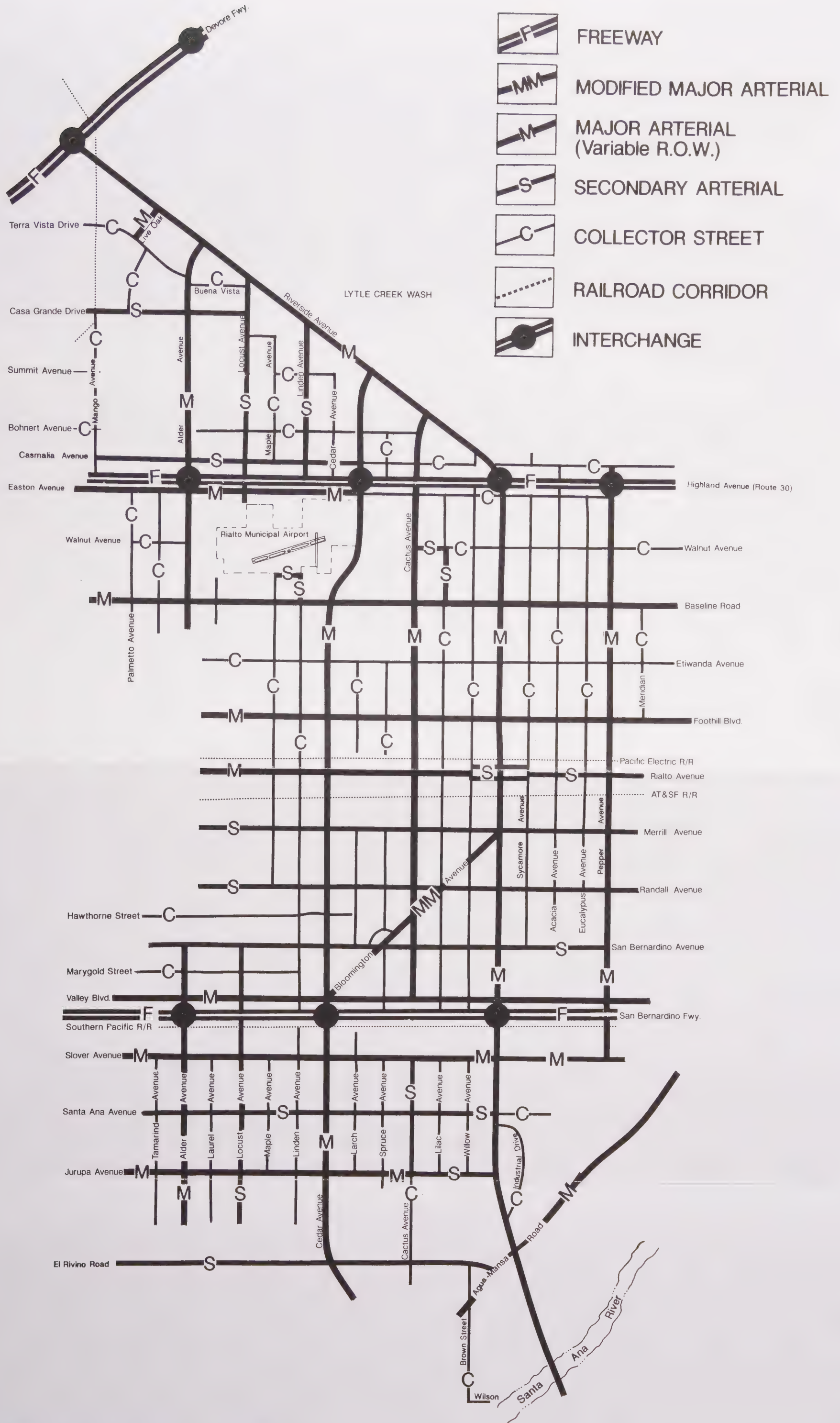
Secondary arterials also have four lanes and left turn pockets, but the lane widths are narrower than major arterials and the design speeds are slower, usually 40 miles per hour. Parking is often allowed on the sides of secondary arterials. Although through traffic will often make use of secondary arterials, their primary purpose is service to local traffic.

Collector streets offer transition between slow speed local streets and the higher speeds of arterials. With two lanes and design speeds of 30 miles per hour, collector streets, as their name implies, collect local traffic for safe delivery to arterials.

Local streets are the two laned roadways serving neighborhoods within residential areas. Typically they are narrow in width and accommodate parking at their curbs which forces traffic to slow to the design speed of 25 miles per hour and discourages through traffic.

Figure III-1 shows Rialto's street system, noting the major (M) and secondary (S) arterials, as well as collector (C) streets.

Another important consideration when reviewing the performance of the roadway system is level of service (LOS). LOS describes the amount of traffic congestion, or delay, to be found on the City's streets. LOS is classified from "A", no delays, to "F", extreme congestion leading to a nonfunctioning flow of traffic. The definitions of level of service for uninterrupted traffic flow (flow unrestrained by the existence of traffic control devices) can be summarized as follows:



# MASTER PLAN OF ARTERIAL HIGHWAYS GENERAL PLAN UPDATE City of Rialto, California

Figure V-1  THE KEITH COMPANIES







LOS A represents free flow. Individual users are virtually unaffected by others in the traffic stream.

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

LOS D represents high density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such a location.

The definitions for level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the specific element of the roadway being considered, e.g., signalized intersections versus arterial segments. These definitions can be generalized as follows:

LOS A describes operations with average intersection stopped delay (how long a driver must wait at a signal before the vehicle can begin moving again) of five seconds or less.

LOS B describes operations with average intersection stopped delay in the range of 5.1 to 15.0 seconds per vehicle, and with reasonably unimpeded operations between intersections.

LOS C describes operations with higher average stopped delays at intersections (in the range of 15.1 to 25.0 seconds per vehicle), and stable operations between intersections. However, ability to maneuver and change lanes at mid-block locations may be more restricted than LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds.

LOS D describes operations where the influence of delay is more noticeable. Intersection stopped delay is longer, in the range of 25.1 to 40.0 seconds per vehicle, and average travel speeds are about 40 percent of free flow speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these.

LOS E is characterized by significant approach stopped delay (40.1 to 60.0 seconds per vehicle), and average travel speeds of one third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection or arterial.

LOS F characterizes arterial flow at extremely low speeds, with high intersection stopped delay (greater than 60.0 seconds per vehicle).

Intersection congestion is likely, with significant queue formation. Poor progression, long cycle lengths, and high traffic demand volumes may be major contributing causes to this condition. Traffic may be characterized by frequent stop and go conditions.<sup>1</sup>

LOS is a key criterion to be considered in the recently passed California State law, AB 471, often called the Congestion Management Program. AB 471 requires counties, in association with regional transportation planning agencies, to plan for the mitigation of traffic congestion. Counties, and the cities within them, will establish acceptable levels of service for all major roadways. The acceptable LOS will then be achieved or maintained by two means; (1) reducing the number of vehicle trips taken by commuters through the use of various transportation demand management techniques, and (2) increasing roadway capacities concurrent with new development which generates increases in traffic volumes. This Circulation Element is designed to be in conformance to AB 471.

### 3.1 Roadways: Existing Conditions

Table III-1 lists Rialto's existing conditions for the I-10 and major and secondary arterials within Rialto. As can be seen, most of Rialto's arterials now enjoy acceptable traffic volumes, within the designed roadway capacities.

Only the I-10 Freeway, with its eight lanes, is nearing and exceeding capacities at peak hours. Alleviating congestion on the I-10 is not, of course, within the planning powers of one municipality, but is a problem to be addressed by the Congestion Management Plan (CMP) and CalTrans.

Foothill Boulevard (State Route 66) is at LOS D during certain periods, but this condition could be mitigated if CalTrans paved the additional planned lanes within the existing right-of-way. CalTrans is currently preparing a Concept Report for this Route.

Cedar Avenue's E condition occurs near to its access ramp to the I-10, a location outside the boundaries of the City of Rialto.

Bloomington Avenue, a modified major arterial, with its 120 foot right-of-way (R.O.W.) and 90 foot paving, enjoys a LOS A.

The R.O.W. along Riverside Avenue varies. South of the I-10 Freeway Riverside Avenue has a 104 foot R.O.W.; between Slover and San Bernardino Avenues, 120 foot R.O.W.; between San Bernardino and the AT & SF Railroad, 100 foot R.O.W.; north of the AT & SF Railroad to Foothill Boulevard, 150 foot R.O.W.; north to Linden Avenue, 100 foot R.O.W.; and 120 foot R.O.W. to the northerly City limits. LOS varies on Riverside Avenue from LOS B to LOS D.

Cactus and Ayala Avenues each enjoy LOS A currently and are capable of carrying a capacity of 12,000 vehicles per day. The same is true for Pepper, Slover and Locust Avenues (although the latter has a capacity of 10,000 vehicles per day because of a reduced R.O.W. of 88 feet compared to 100 R.O.W. of the other roadways).

- 
1. 1985 Highway Capacity Manual, International Traffic Engineers, used as the official guideline for the State-mandated Congestion Management Plan.

**TABLE III-1**  
**EXISTING ROADWAY CONDITIONS**

<u>Roadway</u>	<u>A.D.T.* (Veh/Day)</u>	<u>Capacity ** (Veh/Day)</u>	<u>Size</u>	<u>LOS</u>
Interstate-10 <sup>1</sup>	140,000- 142,000	145,000	8 lanes	E-F
Bloomington Avenue <sup>5</sup>	6,000- 12,000	30,000	120 foot R.O.W. 90 foot curb to curb	A
Riverside Avenue <sup>3-5</sup> (North of Merrill)	17,640- 26,000	30,000	100-120 foot R.O.W. 94 foot curb to curb	B-D
Cactus Avenue <sup>2-3</sup>	2,500- 8,600	12,000	100 foot R.O.W. 72 foot curb to curb	A
Ayala Avenue <sup>2-3</sup>	1,900- 5,000	12,000	100 foot R.O.W. 72 foot curb to curb	A
Cedar Drive <sup>3-5</sup>	7,500- 10,000	30,000	100 foot R.O.W. 72 foot curb to curb	A-E
Pepper Avenue <sup>2-5</sup>	600- 5,500	12,000	100 foot R.O.W. 72 foot curb to curb	A
Locust Avenue <sup>4</sup>	440- 1,360	10,000	88 foot R.O.W. 64 foot curb to curb	A
Highland Avenue <sup>1</sup> (Route 30)	13,400- 27,000	10,000/ 30,000	100 foot R.O.W. 72 foot curb to curb	A-C
Baseline Road <sup>5</sup>	18,500- 23,500	30,000	100 foot R.O.W. 72 foot curb to curb	A-C

\* Average Daily Traffic

\*\* The range in the capacity is due to existing improvements within the designated right-of-way



**TABLE III-1  
(CONTINUED)**

**EXISTING ROADWAY CONDITIONS**

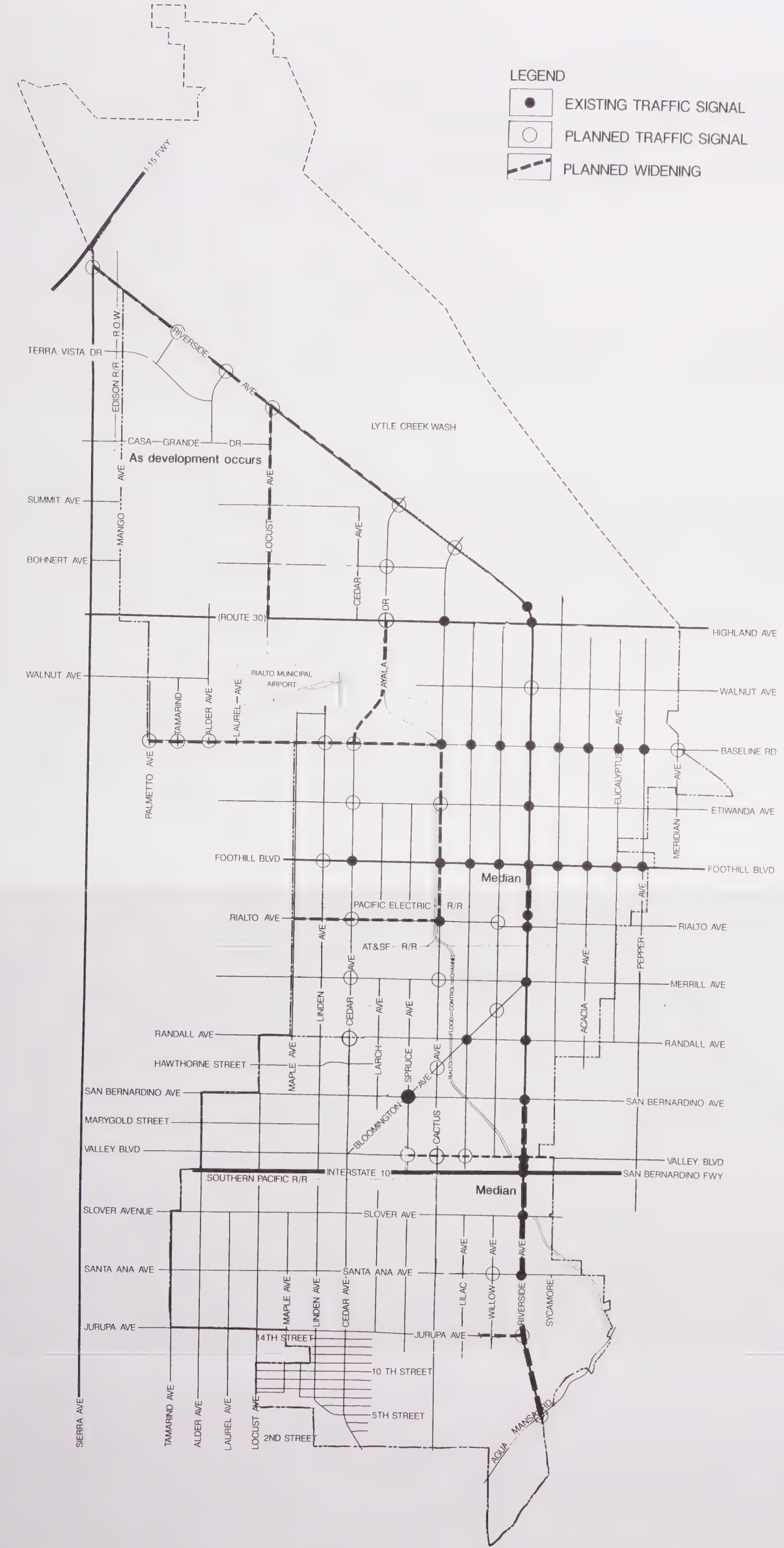
<u>Roadway</u>	<u>A.D.T.* (Veh/Day)</u>	<u>Capacity ** (Veh/Day)</u>	<u>Size</u>	<u>LOS</u>
Foothill Boulevard <sup>1</sup> (Route 66)	22,000- 31,500	30,000	110 foot R.O.W. 96 foot curb to curb	B/E
Rialto Avenue <sup>2-5</sup>	3,300- 7,400	10,000	88-100 foot R.O.W.	A
Valley Boulevard <sup>3</sup>	8,120- 16,550	30,000	100 foot R.O.W. 72 foot curb to curb	A-B
Slover Avenue <sup>2</sup>	1,900- 2,500	12,000	100 foot R.O.W. 72 foot curb to curb	A
Jurupa Avenue <sup>2</sup>	100	12,000	64 R.O.W. 4 lanes	A

\* Average Daily Traffic

\*\* The range in the capacity is due to existing improvements within the designated right-of-way

Source for Data

- 1 CalTrans - 1989 traffic volumes on California State Highways, CalTrans, 1989.
- 2 City of Rialto, - 1987 traffic count, City of Rialto, 1987.
- 3 City of Rialto, Gateway Specific Plan, Smith, Peroni and Fox August, 1985.
- 4 City of Rialto, Northwest Specific Plan, Planning Network, 1985.
- 5 City of Rialto - 1991 traffic count.



# PLANNED ROADWAY SYSTEM IMPROVEMENTS GENERAL PLAN UPDATE

Figure V-2



City of Rialto, California









THE  
KITTLING  
COMPANIES





Highland Avenue (Route 30) and Baseline Road both have a level of service which varies from LOS A to LOS C. Both are capable of carrying up to 30,000 vehicles per day within their 100 foot R.O.W. The Route 30 Corridor has been subject to focused study in recent years. According to the Route 30 Alternatives Analysis Report, without further development of this corridor, east west travel times along this route could triple. Similarly, travel time on the I-10 is projected to increase by 42%. Of the intersections analyzed in this Report which are within the City of Rialto-Alder, Ayala, Riverside and Pepper would be the most impacted without the proposed corridor improvements, experiencing a LOS E during the PM Peak Hour, while Riverside would experience LOS D.

Rialto Avenue has a variable R.O.W., between Maple and Willow this arterial has a 100 foot R.O.W. From Fontana to Willow, Rialto Avenue is a major arterial, east of Willow it becomes a secondary arterial.

Valley Boulevard, a major arterial through the City, enjoys a LOS A to LOS B.

In order to maintain existing levels of service on Rialto streets, the most heavily used intersections have been signalized. A number of new signals are planned, and have been budgeted for implementation in the near future. Existing and planned traffic signals are shown in Figure III-2.

The City also has near term plans for enlarging existing arterials. Ayala Avenue will be widened between Highland Avenue and Baseline Road; Cactus Avenue will be widened between Baseline Road and Rialto Avenue; and Valley Boulevard will be improved between Spruce Avenue and Sycamore Avenue.

It is also planned to extend the pavement on Jurupa Avenue from Willow Avenue to Riverside Avenue.

The Riverside Avenue overcrossing of the San Bernardino Freeway, already a frequently congested location, will be widened.

These planned roadway system improvements are also shown in Figure III-2.

### 3.2 Roadway Issues, Goals and Policies

Although Rialto has maintained admirable levels of service on all of the roadways within the City's purview, both local and regional growth threaten future local LOS. Numerous studies have shown that traffic volumes, or numbers of automobiles, increase more rapidly than populations of persons. Thus, as houses, jobs and commercial activities increase in the City and the region, Rialto can expect a disproportionate rise in the traffic volumes to be accommodated on the City's street system.

As traffic increases it will, like water, seek the most accessible conduit for its overflow. When freeway traffic becomes too heavy, arterials will serve as alternate routes to congested freeways. In turn collector streets, designed for the safety and convenience of local traffic, become detours around congested arterials. In the worst case, neighborhoods are invaded by regional traffic seeking short cuts through an over-loaded roadway system. Prevention of these conditions is the aim of the goals and policies which follow.

**Issue:** As the San Bernardino Freeway approaches capacity, Rialto's east-west arterials carry increasing volumes of traffic with consequent congestion and lowering of LOS.



It can be assumed that the increasing east/west traffic volumes on major arterials within Rialto is a temporary difficulty. Construction of the new State Route 30 Freeway should alleviate that problem by drawing through traffic onto the new freeway, and off of Rialto's surface streets. Although there is, as yet, no official estimated date for the opening of the new Freeway, it is in the City's best interests to prepare now for its construction, whenever it is to occur.

### Goal

- 3.2.1** Cooperate and coordinate with CalTrans and the San Bernardino Association of Governments (SANBAG) to accommodate growing volumes of east-west traffic.

### Policies

- 3.2.1.1** Encourage the extension of the Foothill Freeway (State Route 30) through Rialto via the Highland Avenue Corridor, preventing potential obstacles to its development by:
- o Maintaining the right-of-way clear of development;
  - o Discouraging residential development in proximity to the Highland Avenue Corridor;
  - o Encouraging the types of commercial and industrial development in proximity to State Route 30 which will benefit from freeway access and visibility;
  - o Relocating the planned bicycle trail to the periphery of the Route 30 right-of-way; and

- o Establishing adequate north-south arterial crossings of State Route 30 to prevent isolation of Rialto's Northern Sector from the rest of the City.

- 3.2.1.2** Work with CalTrans to improve Foothill Boulevard by:

- o Paving additional lanes within the right-of-way;
- o Minimizing driveways onto Foothill by designing or redesigning shared parking for commercial developments with access via centralized driveway cuts onto Foothill. Parking area driveways onto Foothill shall be supplemented by driveways accessible from north-south streets.

- 3.2.1.3** Improve Baseline Road as necessary by adding lanes between Cactus Avenue and the westerly City limits.

- 3.2.1.4** Coordinate east-west arterial improvements with the cities of Colton, San Bernardino and Fontana.

**Issue:** Without adequate facilities, heavy trucks using local roadways are disruptive to traffic flow. Because of their noise, pollution and danger, heavy trucks can be destructive to the City's quality of life. Rialto can expect significant increases in truck traffic as its vacant industrial lands are developed.

### Goal

- 3.2.2** Confine trucking to designated, efficient and convenient routes within and through the City.

**Policies**

- 3.2.2.1** Designate Baseline Road, Valley Boulevard, Slover Avenue and Easton Avenue (westerly of Ayala Drive) as east-west truck routes.
- 3.2.2.2** Improve Cactus Avenue, (north of Jurupa Avenue), Cedar-Ayala Avenues and Alder Avenue (between Casmalia and Baseline Road) to provide safe and efficient north-south truck routes.
- 3.2.2.3** In order to protect businesses and residences bordering Riverside Avenue, discourage trucking on this roadway by:
- o Improving Cedar-Ayala Avenues for the use of trucks travelling throughout the Rialto planning area.
  - o Improving Locust Avenue between Highland Avenue and Riverside Avenue as an additional north-south route for trucking originating in new industrial areas in the Northern Sector bound for I-15 or Highland Avenue/State Route 30.

**Issue:** As shown in Figures III-3 and III-4, locally generated traffic will increase traffic volumes on local streets by multiples of two, three, four and more as planned development continues in the City.

The Gateway Specific Plan, for instance, estimates that at Gateway build-out, 48% more traffic will be added to existing traffic counts on Riverside Avenue south of Valley Boulevard, 38% on Riverside Avenue north of Valley Boulevard, and 33% to Valley Boulevard west of Riverside.

Similarly, the Northwest Area Specific Plan recommends enlarging both Riverside Avenue and Highland Avenue to accommodate the traffic it and adjoining residential developments will generate.

The Agua Mansa Specific Plan Environmental Impact Report recommends prohibition of parking on the six lane segment of Riverside Avenue that would be needed to accommodate the 46,500 daily trips generated in the San Bernardino County/Rialto section of the Specific Plan area when that area is built out.

These project specific projections of increased traffic in these areas are only examples of the City-wide traffic increases that can be expected from general development throughout Rialto. The overall growth of traffic volume shown in Figure III-3 has been calculated by the following method:

- (1) Available traffic counts made within the City at various times served as base data. Trends of growth were established for these counts over time. Current (1991) traffic volumes were estimated by applying the estimated rates of increase to traffic counts made before the current year. These figures representing current average daily trips are shown on Figure III-3.
- (2) Traffic counts at build out were estimated by applying the traffic generation multipliers used in the Development Fee Impact Report for the City of Rialto, Chapter IV, Streets and Traffic Control Facilities, to all of the developable land remaining within the City. Estimating traffic that will be generated according to the

type of land use is a very rough measure, and open to argument. Nonetheless, in order to provide some basis for planning future circulation systems some measure, albeit a rough one, is needed. The multipliers used, based on the City's development impact fee data, offer consistency within City records.

- (3) The estimated volumes of traffic which will be added to current volumes by future development within the City were distributed over the City's roadway system according to areas of trip origination and destination. Estimated traffic counts at build out within the City are shown on Figure III-4. It should be noted that these estimates of future traffic volumes within the City do not include estimates of regional growth; that is, additional traffic generated by future development within the region, but occurring outside of Rialto, is not figured into these future volumes of traffic.

As the future counts indicate, it is easy to visualize traffic congestion increasing enormously in both frequency and severity as additional land development is approved within the City. But, while traffic congestion will continue to be a problem in some locations and at some intersections, several factors will combine to alleviate worsening conditions. These factors are the subject of the following goals and policies.

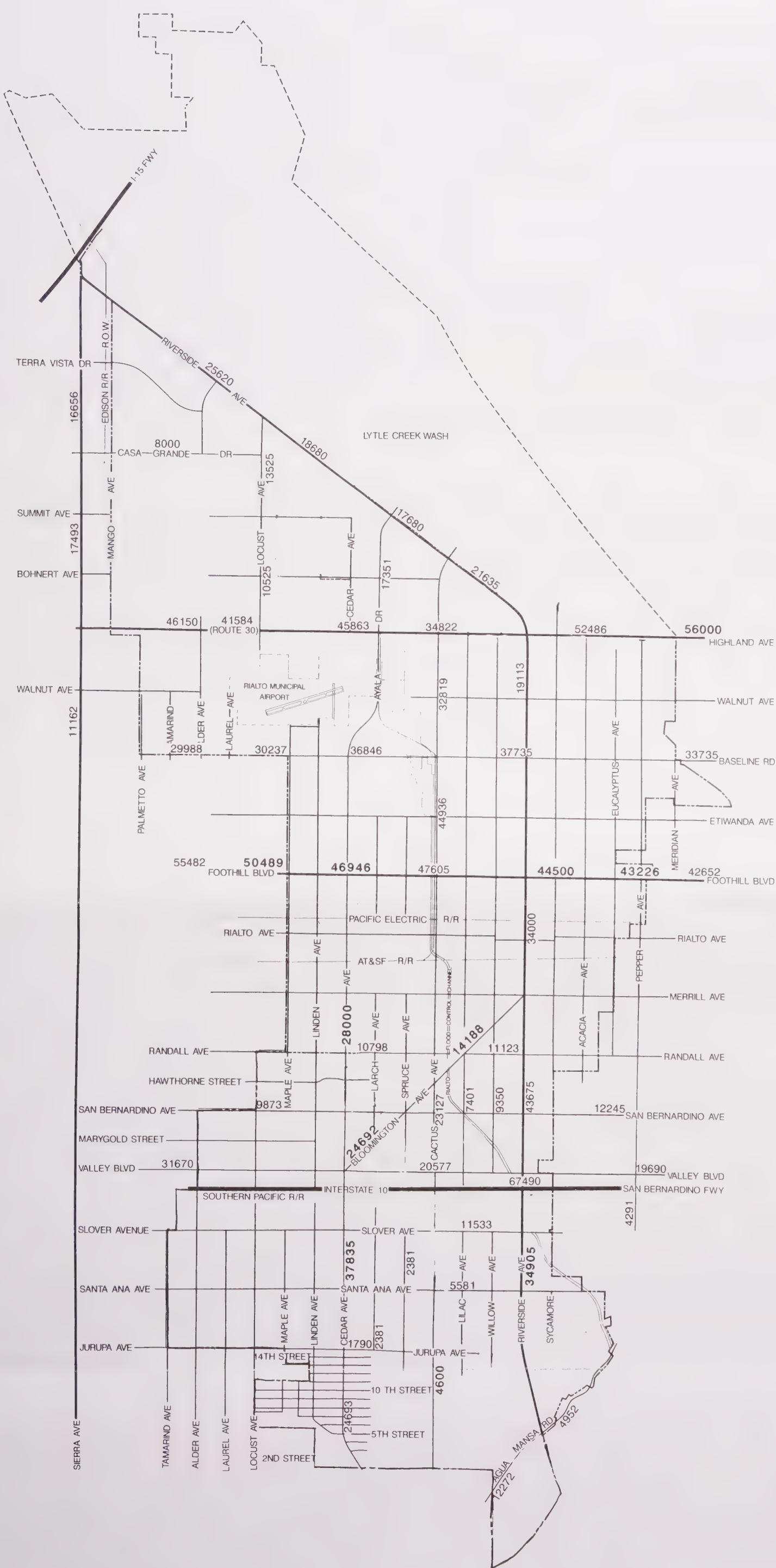
### Goal

- 3.2.3 Maintain Level of Service D or better on all Rialto arterial roadways.

### Policies

- 3.2.3.1 Support the Air Quality Management Plan and the Congestion Management Plan approved by the County of San Bernardino.
- 3.2.3.2 New streets and improvement to existing streets made necessary by new development shall be provided concurrent with the new development.
- 3.2.3.3 Development impact fees shall be checked periodically to insure that circulation infrastructure funding required of new development is adequate to improve and/or maintain Rialto's roadway system to meet prescribed levels of service.
- 3.2.3.4 Alternative modes of travel such as commuter rail, park and ride facilities, bus transit and bicycle trails shall continue to receive cooperation and support from the City.
- 3.2.3.5 Ride sharing, flexible work scheduling and telecommuting provisions of the AQMP and CMP shall be supported by the City for its own employees as well as for the major businesses and industries within the City.

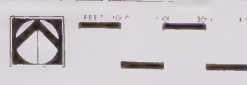




# PROJECTED TRAFFIC VOLUMES GENERAL PLAN UPDATE

City of Rialto, California

Figure V-4





**Issue:** Many of the techniques for controlling traffic congestion resulting from regional growth are new and untested, and their effect is still unknown. If, despite all efforts, excessive regional traffic becomes a problem on City streets, neighborhoods must be protected from traffic "overflows" seeking short cuts on local streets.

### **Goal**

- 3.2.4** Residential neighborhoods in Rialto shall be protected from the noise, pollution and danger of excessive vehicular traffic.

### **Policies**

- 3.2.4.1** Weight limits shall be established for trucks allowed to use neighborhood streets. Heavy trucks shall be prohibited on neighborhood streets without special permit.
- 3.2.4.2** Non-local vehicular traffic shall be discouraged from using neighborhood streets by use of appropriate street design, street configuration, stop signs and the like. If required, traffic barriers will be constructed for the protection of imperilled neighborhoods.
- 3.2.4.3** Residential areas bordering arterials shall be protected from traffic noise, pollution and danger by buffer walls bordering the arterial.
- 3.2.4.4** New residential driveways shall be permitted only on local streets and prohibited on arterials.

- 3.2.4.5** Collector streets shall be striped with left turn lanes in order to facilitate safe entrances and exits between local and collector streets.

- 3.2.4.6** Bloomington Avenue shall be designated a modified major street, with a scenic overlay, and traffic limited to that suitable for a residential area by appropriate traffic control measures.

- 3.2.4.7** Cactus Avenue south of Jurupa Avenue will be retained as a two lane collector street in order to protect the residential areas of southern Rialto from the effects of excessive traffic.

## **4.0 PARKING**

Adequate parking for business and industries in Rialto has been ensured by regulations contained in the Rialto Zoning Ordinance; as a result, parking has not been a widespread problem in the City. Changing conditions, however, may require more monitoring of designated parking areas.

### **4.1 PARKING ISSUES, GOALS AND OBJECTIVES**

**Issue:** As Rialto continues to develop as a center of both jobs and housing, adequate areas for increased parking needs will become more difficult to procure.

### **Goal**

- 4.1.1** Safe, convenient and adequate parking throughout the City.



**Policies**

- 4.1.1.1** Develop a Parking Management Plan as a tool for assessing Citywide parking supply and demand and meeting changing parking needs as they occur throughout City.
- 4.1.1.2** Regulate peak hour parking on secondary arterials as necessary to increase roadway system capacities and maintain LOS D on local arterials throughout the day.
- 4.1.1.3** As the volume and speed of traffic on major arterials increases, street parking on major arterials shall be limited or eliminated as necessary to insure public safety. Convenient alternative off-street parking sites shall be developed to replace major arterial street parking.
- 4.1.1.4** Limit driveway cuts onto all major arterials by substituting driveways onto collector streets where possible.
- 4.1.1.5** As feasible, commercial zones fronting on arterial roadways shall be served by one shared parking lot for all commercial units within each arterial block face. Such parking lots shall have a single centralized driveway providing access to the arterial. Supplemental drives may be provided on alleys or adjacent collector streets.

**Issue:** Parking is one of the traffic demand management tools used in both the AQMP and CMP regulations, and may require revision of parking requirements within the City.

**Goal**

- 4.1.2** Parking to meet AQMP/CMP standards.

**Policies**

- 4.1.2.1** Provide priority parking spaces for ride share and HOV (high occupancy vehicles) in transit center parking lots.
- 4.1.3.2** Require priority parking spaces for ride share and HOV at employment centers, when required by AQMP or CMP.
- 4.1.3.3** Support additional AQMP and CMP parking standards as required.

**Issue:** The Downtown Specific Plan encourages a higher intensity of use of this area as both a residential and commercial center. As the Downtown Specific Plan succeeds in its goals, traffic and parking needs will increase in the area. This increase, combined with an increase of through traffic on Riverside Avenue may make alternative parking arrangements necessary to insure the success of the Downtown Business District.

**Goal**

- 4.1.2** Parking sufficient to enhance growing Downtown business activity.

**Policies**

- 4.1.2.1** Monitor Transit Center/Commuter Rail parking to prevent "spill-over" parking by commuters using spaces designated for Downtown business customers.

- 4.1.2.2 At such time as growth and development in the Downtown area make the current inventory of Downtown streetside parking space insufficient to meet the needs of Downtown businesses, additional parking shall be provided in municipal lots adjacent to Downtown businesses. Land acquisition, construction and maintenance of these parking facilities are to be funded by a special assessment district.

## 5.0 RAILWAYS

Railroads have played an important role in the history of Rialto and, by all indications, will continue to be a prominent part of the City's circulation system.

Currently, the Southern Pacific Railroad operates the largest classification yard west of the Mississippi; the yard is located south of the San Bernardino Freeway within the cities of Rialto and Colton. The Southern Pacific's major east-west rail line, as well as a lead line run through Rialto south of, and parallel to the San Bernardino Freeway. North of the Rialto Civic Center, a small rail line once owned by the Pacific Electric Company is now owned and operated by Southern Pacific as a local east-west freight line. The Atchison, Topeka and Santa Fe Railroad owns and operates another local east-west freight line running parallel to the Southern Pacific/Pacific Electric line just south of the Civic Center.

Almost all rail activity in Rialto is now devoted to freight hauling but it is planned to initiate a light rail service for passengers between the cities of San Bernardino and downtown Los Angeles. Although a final decision has not yet

been made between use of the Southern Pacific/Pacific Electric or the Atchison, Topeka and Santa Fe local lines for the new commuter rail service, it is expected that work on the new service will begin soon.

### 5.1 Railway Issues, Goals and Policies

**Issue:** As noted above, roadway traffic is expected to increase greatly as the result of local and regional development growth, so that all feasible alternatives to travel by automobile should be encouraged by the City. The City stands to benefit from the commuter rail line in a number of ways; additional convenience to residents working or visiting outside the City; greater mobility for the transit dependent; increased business activity expected from commuter rail station location in the Central area; and conformance with AQMP and CMP requirements.

#### Goal

- 5.1.1 Maximize the benefits of commuter rail service to Rialto.

#### Policies

- 5.1.1.1 Work with SANBAG to adopt the commuter rail line plan which includes thirteen stops, thus assuring a stop in Rialto.
- 5.1.1.2 Plan for a commuter rail station which includes:
- o Required parking of 300 spaces,
  - o An adjoining transit center convenient for passenger transfer between commuter rail and bus lines,

- o Shopping and services for commuters adjacent to the station site, and
- o Maximum accessibility to the Downtown Area.

**5.1.1.3 Apply the T - C (Transportation Corridor Zone) provisions to both mid-City railroad lines in Rialto in order to ensure that:**

- o Adequate land is available for future modes of public transportation;
- o Development in the Transportation Corridors for mid-City rail lines is compatible with the General Plan and with surrounding development and land uses;
- o All environmental factors are considered in conjunction with development in the T-C Zone;
- o Public improvements and other conditions of approval necessitated by development are provided.

**Issue:** Both the local rail lines which bisect the central part of the City border on residences for a portion of their east-west passage through the City. In some cases, no protective barrier separates homes and back yards from the tracks. When the decision is made to initiate commuter rail service on one of these local lines, homes and other sensitive uses bordering the chosen line should be protected from the increased frequency, as well as increased speed of the commuter rail traffic. Because freight trains will continue to use the commuter rail tracks before and after scheduled commuter trains, homes should be buffered from train noise so that

residents are not disturbed during night and early morning hours.

**Goal**

- 5.1.2** Integrate residences and other sensitive land uses with mid-City rail lines.

**Policies**

- 5.1.2.1** Work with SANBAG to design and construct protective fencing, landscaping or walls as necessary for the health and safety of the occupants of existing residences adjoining heavily used rail lines.
- 5.1.2.2** Continue to require approved protective fencing, landscaping and/or walls to be constructed between commuter rail tracks and new residences or other new development sensitive to noise or danger from railways.

**Issue:** All mid-City crossings of roadways with the Southern Pacific/Pacific Electric and the Atchison, Topeka and Santa Fe rail lines occur at surface level. In the event of an emergency requiring evacuation, public safety demands that at least one major north-south street's rail crossing be upgraded as much as possible. In addition to public safety, public convenience would be well served if peak hour north-south traffic flow were accommodated by the provision of upgraded crossings.

**Goal**

- 5.1.3** Up-graded street crossing for mid-City railroad tracks.



**Policies**

- 5.1.3.1 The City shall continue to upgrade rail crossings to improve the circulation network.
- 5.1.3.2 Seek funding for the upgrading of mid-City rail crossings from appropriate regional, State and Federal agencies.

**6.0 MOTOR VEHICLE TRANSIT**

General bus service in Rialto is provided by Omnitrans which operates four routes through the City, connecting to regional locations. These bus services could be more heavily used by Rialto residents and workers, and should become a more important element in Rialto's transportation system in the future.

In addition to general bus service, several other transit options exist to improve mobility for Rialto's residents and visitors: shuttle buses, employer subsidized commuter vans, dial-a-ride services and taxi cabs can all play a role in improving transportation service in Rialto.

Finally, the largest component of multi-passenger transit vehicles operating on the streets of Rialto are the school buses. The Rialto Transportation Department of the Rialto Unified School District schedules a fleet of 27 large buses and seven small buses running between Rialto homes and schools. In addition, the Colton Unified School District runs three large buses and seven small buses within the City of Rialto.

**6.1 Motor Vehicle Transit Issues, Goals and Policies**

**Issue:** The two bus routes now scheduled through Rialto do not receive strong rider support. It is estimated that approximately 500 passengers per day are carried in-bound to Rialto, and 700 out-bound, counting both lines. (For further detail, refer to the Rialto Synthesis Report.) In order to comply with the San Bernardino County CMP, as well as to reduce public subsidies for Omnitrans, it is in the City's best interests to support more extensive use of the Omnitrans bus routes.

**Goal**

- 6.1.1 Improve public support and use of local Omnitrans service.

**Policies**

- 6.1.1.1 Provide an Omnitrans terminal at the Commuter Terminal/Transit Center.
- 6.1.1.2 Work with Omnitrans to use its Transit Center Terminal as the hub of routes within and through Rialto.
- 6.1.1.3 Work with Omnitrans to coordinate bus schedules with commuter rail schedules.
- 6.1.1.4 Continue providing clean and lighted bus passenger shelters.

**Issue:** Paratransit includes shuttle buses, vans, dial-a-ride services and taxi cabs. Paratransit vehicles may be scheduled but are more often operated in immediate response to demand. Some paratransit is designed for transit dependent persons such as the handicapped, other paratransit vehicles serve particular transportation needs, such as shuttle buses carrying commuters between employment centers and bus or rail terminals.

**Goal**

- 6.1.2 Recognize paratransit as an important adjunct to transportation services in Rialto.

**Policies**

- 6.1.2.1 Encourage major employers to use van pools and other HOVs for home to work journeys, as required by the AQMP.
- 6.1.2.2 Encourage employers to use vans, small buses and other HOVs to link work places with the Transit Center.
- 6.1.2.3 Investigate the feasibility of intra-City van or municipal bus service for shopping, recreation and other transportation needs of residents, workers and the transit dependent.

**Issue:** School buses carry more passengers more miles than any other form of public transportation in Rialto. As the major carrier within the City, school buses deserve special consideration.

**Goal**

- 6.1.3 Protect and enhance the efficient operation of the school districts' transportation systems, with particular concern for the safety of their passengers.

**Policies**

- 6.1.3.1 Designate and mark school bus stops at curbs within neighborhoods in order to safeguard a clear curbside

boarding and alighting space for school bus passengers.

- 6.1.3.2 Review campus site plans to insure that school bus bays, parking lots, automobile passenger pick-up and drop-off areas, bicycle sheds and paths, and pedestrian walks are all laid out to maximize separation of travel modes and minimize danger to arriving and departing students and school personnel.
- 6.1.3.3 Review plans for new traffic signals and street improvements with School Districts' Departments of Transportation to insure that their needs for the safety and security of their passengers are met.

## 7.0 BICYCLE AND PEDESTRIAN TRAILS

In the past, both walking and bicycling have been considered as primarily recreational modes of travel. Recently, however, issues of air quality, traffic congestion and exercise for health considerations have combined to put a new emphasis on these modes as practical transportation. Employers are being asked to provide lockers and showers for those of their staff who commute by bicycle. Neotraditional town planning standards require pedestrian accessibility for all types of community facilities linked to residences.

### 7.1 Bicycle and Pedestrian Trail Issues, Goals and Policies

**Issue:** The first section of a bicycle trail is now being constructed in Rialto. (Please refer to the Rialto Synthesis Report for a description of the proposed network of trails.) Because this is the

City's first experience with Class I and II trails, much will be learned with the operation of this first segment.

### Goal

- 7.1.1 Improved bicycle trail design and construction.

### Policies

- 7.1.1.1 Prepare a method of evaluation for the new bicycle trail.
- 7.1.1.2 Review plans for the continuation of the bicycle trail system, applying additional information gained after six months of operating the first segment of the trail.
- 7.1.1.3 Improve existing and new Class I bicycle trails with landscaping, rest stops and other amenities to add to the aesthetic values of adjoining neighborhoods, as well as the comfort and pleasure of cyclists using the trails.
- 7.1.1.4 Provide secure bicycle storage at the Transit Center, public parks, shopping centers and other activity centers.
- 7.1.1.5 School facilities, parks and other activity nodes within residential districts shall be linked with Class II bicycle trails on neighborhood streets. Bicycle trails will be located on only one side of local streets, leaving the other side free for residential parking.

Issue: Pedestrian activity will increase in Rialto as residential development continues and more residents seek to combine the healthful exercise of walking with shopping, recreation and other errands.

### Goal

- 7.1.2 Safe pedestrian access throughout Rialto.

### Policies

- 7.1.2.1 Require sidewalks on at least one side of all streets in newly developed areas.
- 7.1.2.2 Complete the system of sidewalks beside all arterials bordering commercial zones in the City.
- 7.1.2.3 Provide cross-walks and pedestrian signals as warranted when both sides of arterial roadways are bordered by commercial retail and service uses.
- 7.1.2.4 Provide cross-walks and pedestrian signals as warranted when neighborhoods are separated from parks, shopping, and other activity nodes by arterials.
- 7.1.2.5 Require that well marked and lighted walkways provide safe pedestrian routes through street frontage parking lots.

## **8.0 RIALTO MUNICIPAL AIRPORT**

Rialto Municipal Airport (RMA) has not been a significant link in the transportation network of the region. Serving mainly as a teaching facility,



with a minor role as home port for a small number of private planes, RMA's potential effect on the community's circulation systems has not yet been realized.

### **8.1 Rialto Municipal Airport Issues, Goals and Policies**

**Issue:** RMA is ideally located to serve as a transfer point for high value freight operations, provide localized airport passenger linkage, provide convention facilities for small drive-in/fly-in business conferences or engage in a diversity of related air transport activities in the future. RMA's competitive edge in pursuing any of these activities will depend on preserving ease of access to its facilities.

#### **Goal**

- 8.1.1** Easy vehicular access to Rialto Municipal Airport.

#### **Policies**

- 8.1.1.1** Provide a northern truck entrance to RMA in order to facilitate swift and efficient air to truck freight transfers.
- 8.1.1.2** Provide enhanced accessibility to and from State Route 30 and the Rialto Municipal Airport.
- 8.1.1.3** Provide special left and right turn lanes and pockets at the Airport entrance on Baseline Road.

**Issue:** Although significant investments have been made in improving Rialto Municipal Airport, its future role in relation to the City and to other regional airports (Ontario International, Norton, Brackett Field, etc.) remains uncertain. If RMA is to fulfill its potential as a

benefit to the City it must secure an adequate share of regional air services, funding support and an airport service role suitable for a suburban facility. In order to achieve these ends, City officials and staff must become more active in RMA affairs, defining the future they want for their Airport and then working with Airport personnel to fulfill these goals.

#### **Goal**

- 8.1.2** Revitalize Rialto Municipal Airport as a major contributor to the identity and economy of Rialto.

#### **Policies**

- 8.1.2.1** Define the City's goals for Rialto Municipal Airport.
- 8.1.2.2** Complete and adopt the Rialto Municipal Airport Master Plan, revising it if necessary to meet City goals.
- 8.1.2.3** Work with appropriate Federal, State and regional agencies to assure and secure a regional role for RMA in relation to Ontario International and Norton Air Force Base after its military decommissioning.
- 8.1.2.4** Participate in the deliberations of the joint powers working on future plans for Norton Air Force Base.
- 8.1.2.5** Improve the appearance of RMA with landscaping, coordinated building design, signage and colors so that it becomes a visual asset to the City.

(For further discussion of the Rialto Municipal Airport refer to the Redevelopment, Safety and Land Use elements as well as the Rialto Synthesis Report.

## OVERVIEW

State law requires that the Rialto Housing Element be updated by mid-year 1989. An updated element must:

1. Comply with the substantive requirements of current housing element law (Article 10.6 of the Government Code, comprised of Sections 65580-65589.5).
2. Include a review of the housing element adopted in 1985 encompassing an evaluation of its effectiveness, progress in implementation, and appropriateness of goals, objectives and policies.
3. Incorporate a new five-year planning period covering 1989 to 1994.
4. Update existing and future housing needs based on the data prepared by the Southern California Association of Governments.
5. Provide current information on site availability.
6. Revise objectives and programs to reflect the new needs analysis and evaluation of previous objectives and programs.

## BACKGROUND

Rialto's General Plan consists of six elements which set forth the character of the community in terms of Community Development, Infrastructure, Hazards, Aesthetics/Culture/Recreation and Natural Resources. One of the six elements of the General Plan is the Housing Element. According to Article 10.6 of the Government Code:

*The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.*

There are three subject areas that must be covered in a housing element including: 1) an assessment of housing needs and an evaluation of resources and constraints relevant to meeting these needs; 2) a statement of the community's housing goals, quantified objectives and policies; and 3) a housing program setting forth a 5-year schedule of implementation actions.

## **AUTHORIZATION**

Housing elements were first mandated by legislation enacted in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (D/HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements but also gave the D/HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed the D/HCD's role from "review and approval" to one of "review and comment" on local housing elements.

Article 10.6 requires an update of the housing element every five years. The intent of this document is to establish new policy as appropriate and to reaffirm existing goals, policies and priorities set forth five years ago in the 1985 document. The purpose of the element is to produce new, updated information and to comply with the periodic updating requirements of Article 10.6.

After adoption by the Rialto City Council, another revised element is mandated by 1994. By that time, much of the data and statistics from the 1990 Federal Census of Population and Housing should be available for the required update. The 1994 document also will need to address the progress made on achieving the goals and objectives stated in this housing element.



## INTRODUCTION

Section 65588(a) provides that each local government shall review its housing element as frequently as appropriate to evaluate the following:

- (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.
- (2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.
- (3) The progress of the city, county, or city and county, in implementation of the housing element.

Such an evaluation would focus on the following:

- (a) "Effectiveness of the element" (Section 65588 [a][2]): A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of governmental constraints).
- (b) "Progress in implementation" (Section 65583 [a][3]): An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.
- (c) "Appropriateness of goals, objectives and policies" (Section 65588 [a][1]): A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the prior element.

## HOUSING CONSERVATION AND IMPROVEMENT

### Description of Planned Actions

The previous Housing Element did not outline specific actions, or quantified objectives in sufficient detail allow an evaluation of the effectiveness of the element. However, during that planning period the City of Rialto did have a cooperative agreement with the County of San Bernardino for the provision of housing services.

## HOUSING REHABILITATION

With regard to effectiveness, 150 housing units were rehabilitated in the past five years — 137 owner and 13 rental dwellings. Rehabilitation was implemented in cooperation with the County of San Bernardino housing improvement programs which consisted of the following:

- √ **Rental Rehabilitation Program:** This program is offered to landlords with a majority of units occupied by low-income families. It is a dollar matching program with a maximum loan of \$5,000 per unit. From 1985 to 1989, 13 units were rehabilitated in 3 projects at an average cost of \$18,000 per project. Projects must be located within one of the County target areas and must meet code standards after rehabilitation. Eligible repairs consist of roof, electrical, heating, plumbing, kitchen remodeling, bathroom remodeling, windows and doors and weatherization.
- √ **Senior and Disabled Repair Program:** Community Development Block Grant Funds are utilized to provide grants to seniors over 60 years of age and to handicapped persons for repairs, weatherization and insulation. Grants are generally \$1,200 to \$1,500 per unit. Most recipients of this program are seniors. There are many applications for this program. No money is given to the recipient. The County contracts for the repair work, which is performed by County employees. The maximum grant is \$1,500. During the five year planning period, 125 homes were improved through this program.
- √ **Home Improvement Loan Program:** Any owner-occupant of an eight year or older single family residence, residing in the property for one year or longer, is eligible to participate. Mobile homes are not eligible unless on a permanent foundation. Income criteria are based on household size. CDBG funds are used to reduce the interest rate on the loan to six percent. A deferred interest loan is available for very low-income families. The maximum loan is \$15,000 with a loan term of 15 years. Eligible repairs consist of health and safety items. During the five year planning period, 12 homes have been rehabilitated through this program.

Inclusion of rehabilitation and replacement goals, objectives and policies in the updated Housing Element is appropriate. A re-statement of these goals, objectives and policies is necessary because of an updated needs assessment, the opportunities presented by Redevelopment Projects, and resources available from both the County's program and the City's Redevelopment Agency Low and Moderate Income Housing Fund.

## HOUSING ASSISTANCE AND SPECIAL NEEDS

The Senior and Disabled Repair Program described above assisted senior and handicapped households. Housing assistance was also provided through the Section 8 rental program.

Lower income households were assisted by the First-Time Homebuyer Program. This is a bond program where lenders and developers may buy funds in cities. Lenders form a Ginnie Mae pool and the County buys the pool. From 1985 to 1990, 23 loans were issued. Four were for new homes and 19 were for existing homes. Interest rates vary from 8.3% to 8.5% with a 30 year fixed rate mortgage. Either FHA or VA underwrites the mortgage. The maximum household income for a new home is \$45,770. The maximum household income for an existing unit is \$39,800. The maximum allowable cost for a new unit is \$128,700 and the maximum for an existing unit is \$113,130.

This program ended September 30, 1990, but was extended another year. It must be renewed annually. After the first of each year, there is a capture provision. There is a penalty for selling during the first 10 years, resulting in a rebate back to the government agency.

### **Progress Report — Effectiveness, Achievement, Appropriateness**

The City continued its participation with the San Bernardino County Housing Authority. As a result, existing resident households continued to benefit from the housing assistance provided pursuant to the Section 8 program.

In Rialto, there are 398 participants in the Section 8 program with 324 applicants on the waiting list. The County has not accepted new applications since 1989. There are 88 one-bedroom units of Section 8 housing in Rialto. Many of these are occupied by seniors and some are occupied by handicapped persons. There are 97 two-bedroom units, 151 three-bedroom units and 64 four-bedroom units.

All of these planned actions remain appropriate for the updated Housing Element. Rialto, one of the original participating cities with the San Bernardino County Housing Authority, will continue to utilize the Section 8 rental assistance program.



## **HOUSING PRODUCTION**

### **Description of Planned Objectives**

Additional affordable housing has been constructed through the use of multi-family revenue bonds. Since 1985, the following apartment projects have been constructed:

- ✓ Heritage Park Rialto Apartments — 161 units
- ✓ Meadowland Apartments — 346 units
- ✓ Quail Pointe Apartments — 192 units

### **Progress Report — Effectiveness, Achievement, Appropriateness**

In 1984, the City's housing stock was comprised of 15,496 housing units. The State Department of Finance estimated a total of 23,357 dwelling units as of January 1, 1990, an increase of 7,861 dwelling units.

During the time frame of the updated Housing Element, it is appropriate to continue to state housing production goals, objectives and policies. There is a need for restatement because of updated information on the residential land inventory and needs assessments. In addition, Redevelopment Projects will provide opportunities for infill new construction.

## INTRODUCTION

According to Article 10.6, Section 65583 (a), of the Government Code, a housing element must contain:

“An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include the following:

- (1) Analysis of population and employment trends and documentation of projections and a quantification of the locality’s existing and projected housing needs for all income levels. These existing and projected needs shall include the locality’s share of the regional housing need in accordance with Section 65584.
- (2) Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.
- (3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.
- (4) Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.
- (5) Analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.
- (6) Analysis of any special housing needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.
- (7) Analysis of opportunities for energy conservation with respect to residential development.

The purpose of Section III is to provide data, information and analysis that responds to these housing element planning requirements.

## HOUSING NEEDS ASSESSMENT

Section 65583 (a)(1), as noted above, requires that one part of the housing needs assessment include:

- Analysis of population and employment trends.
- Documentation of population and employment projections.
- Quantification of existing needs.
- Quantification of projected needs.

The assessment of existing and projected needs must include the locality's share of the regional housing need, as explained earlier.

### Population and Employment Trends Analysis

#### Regional Setting

Rialto is part of the dynamic and diversified San Bernardino County region. The primary housing market is comprised of individuals employed in Rialto and surrounding communities of Colton, San Bernardino, Riverside, Fontana and Rancho Cucamonga. Recent construction has offered a mix of housing types and costs competitive with adjacent communities.

The secondary market is formed by individuals working in Los Angeles and Orange Counties. It is anticipated that young families and others entering the ownership housing market will continue to be attracted to this area as housing costs are lower than in Orange and Los Angeles Counties. A regional location map is provided in the Introduction section of the General Plan.

#### Population

Between April 1980 and January 1990, the population of Rialto increased from 37,474 to 70,335. Concurrently, the housing stock had a net positive change of 9,495 dwelling units. Table 1 summarizes the data on population change in the City during the 1980-1990 time span.

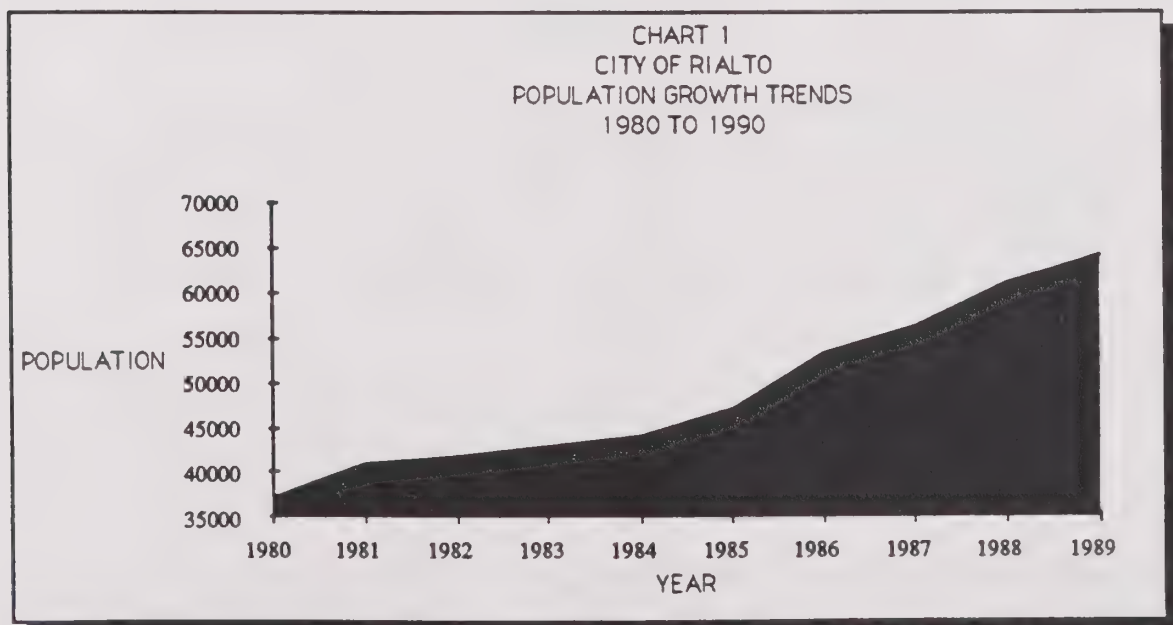


**TABLE 1**  
**CITY OF RIALTO: POPULATION TRENDS — 1980 TO 1990**

<u>Year</u>	<u>Population</u>	<u>Incremental Increase</u>	<u>Cumulative Increase</u>
1980	37,474	—	—
1981	41,060	3,586	—
1982	42,007	947	4,533
1983	43,082	1,075	5,608
1984	44,274	1,192	6,800
1985	47,162	2,888	9,688
1986	53,252	6,090	15,778
1987	56,422	3,170	18,948
1988	61,147	4,725	23,673
1989	64,659	3,512	27,185
1990	* 70,335	5,676	32,861

**Source:** U.S. Census of Population and Housing, April 1980  
 State Department of Finance, Population Research Unit, Annual Population Estimates for 1981 through 1990, (as of January 1 each year)

Table construction by Castañeda & Associates.



### Employment

A large percentage of Rialto's employed persons travel to other cities for work.

There were an estimated 8,114 jobs in Rialto in 1984 according to data published by the Southern California Association of Governments. Based on these data, it is estimated that there are 9,750 jobs in the City as of 1989.

### **Population and Employment Projections**

#### Population

As of January 1990, the City had an estimated population of about 70,335 persons. SCAG's population projection for Rialto indicates a population of 92,593 persons by the year 2010 for an increase of 22,258 in the next 20 years.

#### Employment

Official SCAG employment projections reveal a growth of 8,486 jobs between 1984 and 2010. (See Table 2) Most of the employment growth in the City will likely occur in the four redevelopment areas:

- Agua Mansa Industrial Redevelopment Project
- Industrial Redevelopment Sub-Areas A and B
- Gateway Redevelopment Project
- Central Business District Redevelopment Project

**TABLE 2**  
**CITY OF RIALTO: EMERGING GROWTH TRENDS — 1984 TO 2010**

	<u>1984</u>	<u>2010</u>	<u>Numerical Increase</u>	<u>Percentage Increase</u>
Employment	8,114	16,600	8,486	105%
Housing	15,496	36,219	20,723	134%
Population	44,100	92,593	48,493	110%

**Source:** Southern California Association of Governments, Draft Baseline Projections, (February 1987).

Table construction by Castañeda & Associates.

### **Jobs-Housing Balance**

This land use planning topic has been considered in several ways; some of these relate to housing needs. For instance, State law requires cities to zone “sufficient vacant land for residential use . . . in relation to zoning for non-residential use . . .” (Government Code Section 76913.1). Moreover, the State housing element law, as noted in this sub-section, also requires that population and employment projections be considered by cities in estimated housing need.

On the topic of jobs-housing balance, the State Department of Housing and Community Development has offered the following observations:

“Jobs-housing balance is an increasingly important concept to local planners, developers, employers, and residents. Generally, jobs-housing balance recognizes the desirability for housing type and availability to match housing need, using nearby or regional employment (i.e., number and type of jobs) as the determiner of need. It enters into discussions of commercial and industrial development, housing shortages, housing affordability, and local growth.

As California cities grow, jobs-housing balance will become an even more important consideration in planning. City, county, regional, and State governments must work together to achieve complementary, coordinated development which ensures safe, adequate, appropriate housing for all the state’s workers.”\*

**\*Source:** California Department of Housing and Community Development, Jobs Housing Balance, (December 1987), page 1.



The Southern California Association of Governments has prepared three interdependent plans to redirect growth in Ventura, Los Angeles, Orange, Riverside, San Bernardino and Imperial Counties to alleviate traffic congestion and reduce air pollution. The three interrelated plans are listed below:

- Growth Management (GMP)
- Regional Mobility (RMP)
- Regional Housing Needs Assessment (RHNA)

The Growth Management Plan is the core of three plans. Its assumptions regarding future growth are what drive the Regional Mobility Plan and Regional Housing Needs Assessment. The main purpose of the Growth Management Plan is to identify ways of altering land use patterns in the region in order to improve the jobs/housing balance. The main purpose of the Regional Mobility Plan, whose preparation was mandated by the State, is to identify specific methods of improving circulation in the region. Finally, the Regional Housing Needs Assessment uses population forecasts from the Growth Management Plan to estimate regional needs for affordable housing and quantifies housing unit needs for each jurisdiction in order to distribute this housing more evenly throughout the region.

Ideally, a jobs-housing balance is to be reached by the year 2010 at the sub-region level in Southern California. SCAG has outlined 24 sub-regions and jobs-housing ratios for 1984 and 2010. These current and projected ratios are summarized in Table 3 which notes a jobs/housing balance for seven sub-regions in southern California.

**TABLE 3**  
**JOBS/HOUSING BALANCE FOR SELECTED SUBREGIONS**

	<u><b>1984</b></u>	<u><b>2010</b></u>
Central Los Angeles	1.85	1.83
Santa Monica Bay	1.46	1.52
East San Bernardino Valley	.93	.84
Southeast Orange County	1.45	1.40
Long Beach/Downey	1.21	1.26
San Fernando Valley	1.28	1.26
Oxnard-Ventura	1.22	1.22

**Source:** Southern California of Governments, "Description of Methodology and Analysis of the Approved GMA-4 Modified Jobs-Housing Balance Forecast", (July 13, 1988).

As of 1984, the City had a jobs/housing ratio of .52 and by 2010 of .45. What these data reveal is that, employment growth within the City is not a major stimulus to housing demand. Future housing need for Rialto will be generated principally as a result of household formation and sub-regional job growth. Thus, the City will accommodate growth-associated needs rather than generate these demands.

### Quantification of Existing Housing Needs

Section 65583 (a)(1) of the Government Code requires a quantification of a locality's existing housing needs. Pursuant to State law, SCAG is the regional planning agency delegated the responsibility for estimating the existing needs, in quantifiable terms, for the cities in the six county area encompassed by Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial Counties. These estimates and projections are included in the 1988 Regional Housing Needs Assessment (RHNA).

The RHNA defines existing need as the number of resident lower income households paying 30% or more of their income for housing. According to the RHNA, there are 2,774 resident lower income households paying 30% or more of their income on housing costs. This number equals 14% of Rialto's total resident households. The income and tenure distribution of these 2,774 lower income households is listed in Tables 4 and 5.

**TABLE 4**  
**CITY OF RIALTO: EXISTING HOUSING NEED**  
**BY INCOME AND TENURE: 1988**

	<u>Owner</u>	<u>Renter</u>	<u>Total</u>
Very Low Income (0-50% of median income)	585	930	1,515
Low Income (50% - 80% of median income)	<u>541</u>	<u>718</u>	<u>1,259</u>
<b>Total:</b>	<b>1,126</b>	<b>1,648</b>	<b>2,774</b>

**Source:** Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, June 1988.

**TABLE 5**  
**CITY OF RIALTO: OVERPAYING HOUSEHOLDS — 1988**

All Households (1988)	19,665	
Lower Income Households	6,411	32.6% of all households
Lower Income Households that are Overpaying	2,774	43.3% of LI households
Lower Income <u>Owner</u> Households Overpaying	1,126	40.6%
Lower Income <u>Renter</u> Households Overpaying	1,648	59.4%

**Source:** Southern California Association of Governments, Regional Housing Needs Assessment, Table 4 (June 1988).

Table construction by Castañeda & Associates.

### **Projected Needs and Share of Regional Housing Need**

#### **Article 10.6 Requirements**

Under Section 65584 (a), regional planning agencies are responsible for determining projected housing needs for all income levels. The projected housing needs must take into consideration the following factors:

- Market demand for housing
- Employment opportunities
- Availability of suitable sites
- Availability of public facilities
- Commuting patterns
- Type and tenure of housing needs
- Housing needs of farm workers



In addition, the distribution of housing need, pursuant to the state housing element law, must seek to avoid further “impaction” of jurisdictions with relatively high proportions of lower income households.

State legislation describes the content requirements of local housing elements. According to the State housing element legislation, “. . . a locality’s share of the regional housing needs includes that share of the housing needs of persons at all income levels within the area significantly affected by a jurisdiction’s general plan.” (Section 65584 (a)). In addition, according to that same section, “Each locality’s share shall be determined by the appropriate councils of government consistent with the criteria” set forth by the State Department of Housing and Community Development. In the case of Rialto, this appropriate council is SCAG.

#### Southern California Association of Governments (SCAG) Criteria

Definition of Need: “Future Need” is defined as number of additional housing units by income level that will have to be added to each jurisdictions’ housing stock from July 1, 1989, to June 30, 1994 in order to:

- Accommodate household growth;
- Compensate for demolitions and other inventory losses;
- Achieve a 1994 vacancy rate that will allow the market to operate efficiently.

Definition of Income Groups: Four income levels are identified in State law that must be considered in the Future Need calculations. These are based on percentages of the San Bernardino County median income:

<u>Income Groups</u>	<u>Percent of Median Income</u>
• Very Low	< 50%
• Low	50% to 80%
• Moderate	81% to 120%
• Above Moderate	120% +

**Income Limits:** The annual incomes for each income level are defined yearly by the State Department of Housing and Community Development. The incomes vary according to household size, gradually increasing by the number of persons in the household. Table 6 reports the San Bernardino County income limits for the four income groups by household size (one to four persons).

**TABLE 6**  
**SAN BERNARDINO COUNTY: 1990 INCOME LIMITS BY**  
**HOUSEHOLD SIZE**

<b><u>Income Group</u></b>	<b><u>Household Size</u></b>			
	<b><u>1</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>4</u></b>
Very Low	\$11,850	\$13,500	\$15,200	\$16,900
Low	\$18,950	\$21,650	\$24,350	\$27,050
Moderate	\$23,650	\$27,050	\$30,400	\$33,800
<b><u>Above Moderate</u></b>	<b><u>\$28,400</u></b>	<b><u>\$32,450</u></b>	<b><u>\$36,500</u></b>	<b><u>\$40,550</u></b>

**Source:** Department of Housing and Community Development, Division of Housing Policy Development, "New Income Limits", (March 21, 1990).

**Avoidance of Impaction:** The State housing law requires that in allocating future housing need by income level further "impaction," or concentration of lower income households, be avoided. Cities with a percentage of lower income households higher than the regional average are called "impacted" jurisdictions. The 1988 RHNA deals with the "avoidance of impaction" criteria by allocating reduced percentages of lower income and increased percentages of middle and upper income units to impacted jurisdictions, while reversing the allocation to non-impacted cities.

### Future Projected Need

These needs quantify the number of housing units by income level that should be added to each jurisdiction's housing stock from July 1, 1989 through June 30, 1994. Table 7 indicates Rialto's projected housing needs through mid-year 1994. The projections indicate a need for 3,450 market rate (moderate and above-moderate) housing units during the planning period. In addition, the RHNA forecasted a need for 1,814 housing units for very low- and low-income households. According to SCAG:\*

“Identification of Future Need for the higher income levels gives each jurisdiction an estimate of effective demand, or how much demand for housing there will be in the locality as a function of market forces. Future Need at the lower income levels is often largely latent demand, since such income levels, without subsidy or other assistance, are often ineffective in causing housing to be supplied.” (emphasis added)

The SCAG model accounts for three major contributors to future housing need: household growth, vacancy and replacement of lost inventory. These factors are quantified in Table 8.

\* Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, March 1988, page 8.



**TABLE 7**  
**CITY OF RIALTO: REGIONAL HOUSING NEEDS ASSESSMENT**  
**JULY 1989 TO JUNE 1994**

<u>Income Level</u>	<u>Number of Households</u>	<u>Percentage Distribution</u>
Very Low	803	15.2%
Low	1,011	19.2%
Moderate	1,026	19.5%
High	<u>2,424</u>	<u>46.1%</u>
<b>Total:</b>	<b>5,264</b>	<b>100.0%</b>

**Source:** Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, June 1988, as amended by SCAG Memorandum to Executive Committee dated December 15, 1988.

**TABLE 8**  
**CITY OF RIALTO: 5-YEAR HOUSING NEED FACTORS — 1989 TO 1994**

<u>Need Factor</u>	<u>Number of Housing Units</u>
Household Growth	5,377
Total Vacancy Adjustment	-150
Demolition Adjustment	<u>33</u>
<b>TOTAL:</b>	<b>5,260</b>

**Source:** Southern California Association of Governments, Regional Housing Needs Assessment, Table 17 (June 1988).

Table construction by Castañeda & Associates.

## HOUSEHOLD AND HOUSING CHARACTERISTICS

Section 65583 (a)(2) of the Government Code requires that a housing element include an analysis of:

- Level of payment compared to ability-to-pay;
- General housing characteristics;
- Overcrowding; and
- Housing stock condition.

### Level of Payment Compared to Ability to Pay

This analysis depends on the following factors:

- Annual income limits for the four income levels, adjusted by household size, as reported in Table 6.
- Percentage of income allocated to housing costs as a measure of ability to pay. This criterion is 30% allocated to housing costs based on the threshold adopted by SCAG in the assessment of existing housing needs.

Table 9 presents the analysis of level of payment compared to ability to pay. This analysis covers costs and income for households ranging in size from one to four persons. The average household size for Rialto is 3.17 persons, as of January 1990.

**TABLE 9**  
**CITY OF RIALTO: LEVEL OF HOUSING**  
**PAYMENT COMPARED TO ABILITY TO PAY — 1990**

<b><u>Persons Per Household</u></b>	<b><u>Annual Income Limits</u></b>	<b><u>Monthly Level of Payment*</u></b>
<b><u>Very Low Income</u></b>		
1	\$11,850	\$296
2	\$13,500	\$338
3	\$15,200	\$380
4	\$16,900	\$422
<b><u>Low Income</u></b>		
1	\$18,950	\$474
2	\$21,650	\$541
3	\$24,350	\$609
4	\$27,050	\$676
<b><u>Moderate Income</u></b>		
1	\$23,650	\$591
2	\$27,050	\$676
3.	\$30,400	\$760
4.	\$33,800	\$845
<b><u>Above Moderate</u></b>		
1	\$28,400	\$710
2	\$32,450	\$812
3	\$36,500	\$912
4	\$40,550	\$1,014



## Housing Characteristics

As of January 1990, Rialto had a housing stock comprised of 23,357 dwelling units and a population of 70,335. Most of Rialto's housing units are single-family dwellings; the complete breakdown is listed in Table 10.

**TABLE 10**  
**COMPOSITION OF THE HOUSING STOCK: JANUARY 1990**

<u>Housing Type</u>	<u>Number</u>	<u>Percent</u>
Single-Family		
Detached	17,004	72.8%
Attached	332	1.4%
Multi-Family		
2 to 4	1,729	7.4%
5+	3,016	12.9%
Mobile Homes	<u>1,276</u>	<u>5.5%</u>
	<b>23,357</b>	<b>100.0%</b>

**Source:** State Department of Finance, Housing Unit Estimates, January 1, 1990.  
Table construction by Castañeda & Associates.

*Single-family dwellings: Single family units that are detached from any other house with open space on all four sides.*

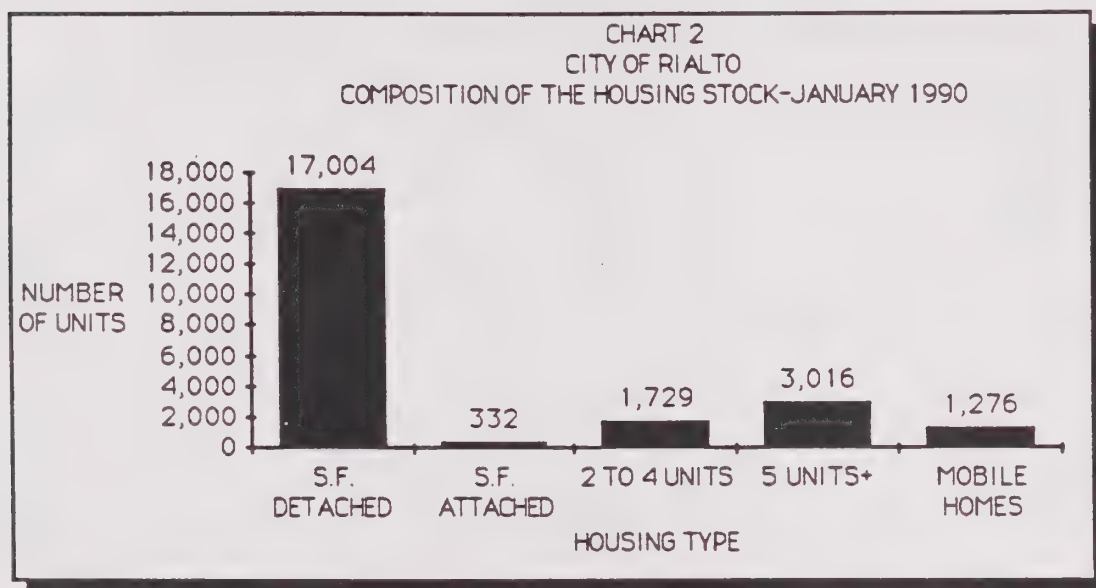
*Single-family attached dwellings: Single family units that are attached to other units with adjoining walls extending from ground to roof that separate it from other adjoining structures and forms a property line. Each unit has its own heating system.*

*Two-to-four units: Units with two, three, or four housing units in one structure.*

*Five-or-more units: Units with five or more housing units in one structure.*

*Mobile homes: This includes both occupied and vacant mobile homes used for residential housing. Also included are any occupied residential units which do not fit into the other categories, such as vans, tents, and houseboats.*

In 1980, the City's housing inventory included 13,862 dwelling units. Between April 1980 and January 1990, the stock has increased by 9,495 dwellings. Most of the net gain was in single-family dwellings. Refer to Chart 2 for the 1990 Composition of the Housing Stock.



### **Overcrowded Households**

Overcrowding is defined as housing units with 1.01 or more persons per room. In 1980, there were 665 households residing in overcrowded conditions.

An estimated 4.8% of all the City's households were overcrowded in 1980. This percentage applied to the total households in 1990, yields a current estimate of 1,060 overcrowded households.

### **Housing Stock Condition**

One of the most important resources in a community is the existing housing stock. Its physical condition, location and cost all contribute to meeting the needs of community residents. Moreover, the standing stock, as the existing housing supply is often referred to, almost always is a much larger sector of the total supply than new housing which is either already built or under construction. Consequently, at a given point in time, the standing stock is a resource of utmost importance to adequately respond to housing needs.

One aspect of the housing characteristics analysis is an evaluation of the condition of existing housing. Rialto does not have a serious problem of substandard housing since 90% of all houses are less than 25 years old. Few residential demolition permits have been issued during the last five years. The most recent survey of housing conditions, conducted in February 1984, indicated 86 single family units with serious structural problems. The majority of older sub-standard units are concentrated in the downtown area bounded by Foothill Boulevard to the north, Eucalyptus Street to the east, Merrill Avenue to the south and Willow Avenue to the west.



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## SITE AVAILABILITY

Section 65583 (a)(3) of the Government Code requires that the housing element include a site availability analysis with respect to:

- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment.
- An analysis of zoning in relationship to those sites.
- Adequacy of public services and facilities to the sites.

### **Inventory of Land Suitable for Residential Development**

#### Overview

This sub-section presents information explaining the availability of residential land and sites to accommodate the amount of new housing production projected for Rialto. In 1990, The Keith Companies (TKC) conducted a general survey of 19.3 square miles of land zoned by the City of Rialto. Of this area, 51.05% is zoned for residential use, 40.56% for industrial use, 7.64% for commercial, and .75% is zoned for agriculture. Within these four broad categories, land use is more closely regulated by six commercial zones, three of industrial zones, and twelve residential zones. Rialto land development is shown in Exhibit 1.

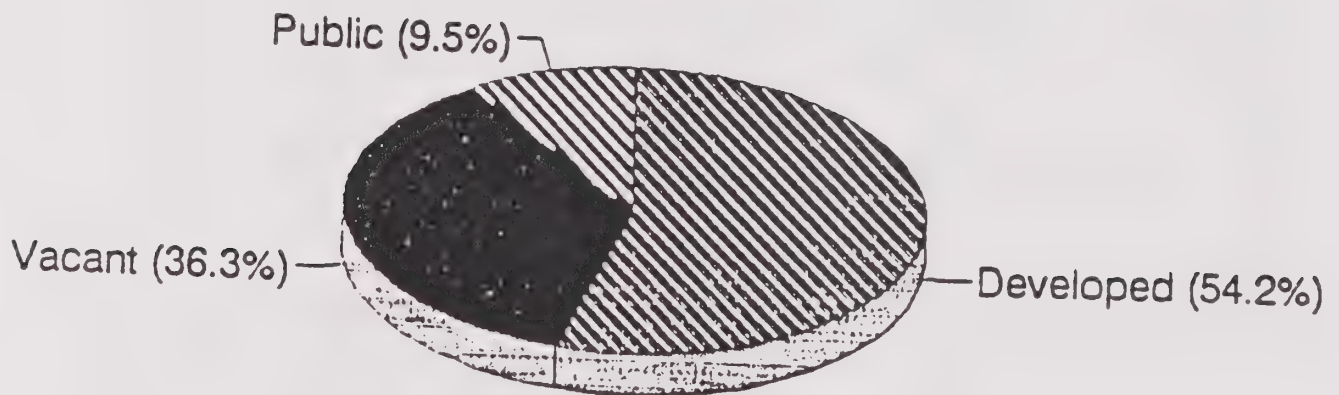
Within each of the four general categories of zones, TKC classified all parcels as developed, vacant or in public use. Public uses such as schools, parks, the Rialto Channel, and the like, are not subject to zoning regulation so that they can appear in any zone. The survey indicated that 54.2% of Rialto's land is developed, 9.5% is in public use, including the Airport, and 36.3% is vacant.

Vacant land is particularly important because it represents a "clean slate" upon which the future character of the City can be most easily written. Almost seven square miles of the City is still undeveloped land. By far the greatest amount of this land is zoned for industry.

Table 11 indicates the amount of developed and vacant residentially zoned land by zone. There are presently 970.47 acres of vacant residentially zoned land. By multiplying the amount of vacant land per zone by the expected density of that zone, the potential for future residential development can be determined. As shown in Table 11, an additional 4,738 housing units are anticipated to be developed within residential areas that are presently vacant.

## RIALTO LAND DEVELOPMENT

(excluding streets and highways)



Source: TKC and URA land use surveys, 1989-199-

**TABLE 11**  
**ACRES OF RESIDENTIALLY ZONED LAND**

<b>Zone</b>	<b><u>Developed</u></b>	<b><u>Vacant</u></b>	<b><u>Expected Density DU/AC</u></b>	<b><u>Vacant Land/ # of Future Housing Units</u></b>
A-1	64.25	27.50	1	27
R-1 A-10,000	193.14	69.47	2.8	195
R-1A	851.28	244.79	3.6	881
R-1B	1043.66	229.60	3.6	827
R-1C	2024.13	204.87	3.9	799
R-6000	69.00	94.70	5.0	473
PRD-D	65.29	0		
SFR	21.83	0		
PRD-A	15.89	28.05	12.0	337
MHD	224.72	0		
R-3	196.29	57.55	16.0	921
MFR	74.49	0		
R-4	19.52	4.37	20.0	87
R-X	15.73	9.57	20.0	191
<b>TOTALS</b>	<b>4879.22</b>	<b>970.47</b>		<b>4,738</b>



### Specific Plans

In addition to the regulation of land use by zoning, Rialto has adopted four Specific Plans designed to guide the development of four areas to serve particular roles and functions within the City. Together, these Specific Plan areas occupy a little more than four square miles, approximately 21% of the land area surveyed.

- ✓ Agua Mansa: the largest of the Specific Planned areas, is Rialto's portion of the large Enterprise Zone, formed by joint powers agreement with the City of Colton and the Counties of San Bernardino and Riverside.
- ✓ Northwest Residential Area: now under construction, will contain 2,228 homes along with the schools, parks, fire and police substations, and shopping areas needed to serve them. An industrial area is included in the Specific Plan.
- ✓ Gateway: is located at the entrance to the City at the Riverside Avenue exit of the San Bernardino Freeway. It is planned to provide an attractive setting for commerce and industry, taking advantage of Rialto's excellent access to freeway convenience.
- ✓ Downtown: is the Specific Plan dedicated to revitalizing the historic central business district of Rialto, restoring it to its original role as the heart of the City.

After the land use survey was completed, several major changes were made to the categories of zones land in accordance with Citizen Advisory Committee recommendations.

With the exception of one park, all land occupied by mobile home parks was rezoned to MHD (Mobile Home Development) in order to protect these parks from changes to other uses. This change increased the land zoned for MHD from 46.49 acres to 224.72 acres.

That portion of the Pharris land, lying north of Riverside Boulevard and within City boundaries was zoned for residential purposes. Because this land is subject to a specific plan which is currently being studied, the zoning designation was removed, and it is now shown as SPZ (Specific Plan Zone). It is assumed that the greatest part of this land will be in industrial use. Because this land represents 2.85% of the City's area, its removal from the inventory of vacant residential land has made a significant difference in the estimated population at "build-out".

## **Public Services and Facilities**

The Rialto Fire Department provides fire suppression and paramedic services. Fire station headquarters are located within the Rialto Civic Center complex. The Central Valley Fire Protection District (CVFPD) responds to emergencies through a joint powers agreement.

Police protection services are provided by the Rialto Police Department from headquarters located at 128 N. Willow Avenue. The construction of a 75,000 square foot Police Department facility is proposed as part of the Central Business District Redevelopment Project.

Water service is provided by the Water Division of the City's Public Works Department. The water is treated and is of domestic quality.

The City of Rialto's sanitary sewer system, administered by the Public Works Department, provides sewer service to roughly 85% of the City's incorporated area. The treatment plant capacity was expanded in 1980 to six million gallons per day. The plant's capacity can be expanded to eight million gallons per day.

The Rialto area is within the San Bernardino County Comprehensive Storm Drain Plan Project No. 3. This project identifies an integrated plan of storm drains for a study area which includes Rialto and details flood control systems necessary for each portion of the study area.

Because of the natural slope of the community, the water flow is predominantly from northwest to southeast. The Storm Drain Plan calls for a system of north-south running drains feeding interceptor lines draining either to the Rialto Channel, which parallels Cactus Avenue through much of the community, or to the Lytle Creek Wash area. The federal government has determined that no portions of the City are within a Federal Insurance Agency hazard zone. Consequently, no areas of widespread flooding are anticipated.

There is adequate water and sewer capacity to serve projected levels of development. All vacant residentially designated land has adequate water and sewer facilities. Lack of capacity in the Rialto Channel is a development concern. The existing channel was built jointly by the City and the San Bernardino County Flood Control District. It is an unlined channel having approximately 600 cubic feet per second drainage capacity, whereas ultimate design

should be 10,000 cubic feet per second. The upgrading of the Rialto Channel is one of the City's high priorities. The City is working with the County Flood Control District, the California Water Commission and the U.S. Army Corps of Engineers to improve the channel. The County is currently preparing Project 3-5 Engineer's Report to identify needed improvements and costs.

Tracts draining to the Rialto Channel are currently reviewed on an individual basis. Each tract must verify that it can mitigate any impacts to the Channel. Cal Trans and the Corps of Engineers will be making improvements south of Interstate 10 as of next year. Improvements will take approximately three years to complete. There are presently no plans for improvements north of Interstate 10.



## GOVERNMENTAL CONSTRAINTS

Section 65583 (a)(4) of the Government Code mandates an analysis of how governmental factors affect the maintenance, improvement and development of housing for all income groups. The relevant legislation cites the following potential or actual constraints:

- Land use controls (Land Use Element and Zoning);
- Building codes and their enforcement;
- Site improvements;
- Fees and other exactions;
- Local processing and permit procedures.

These factors, which are under the influence or direct control of the City, affect two very important aspects of the housing market: 1) the range and diversity of housing which can be built in the City; and 2) the cost of new housing production. The Statewide legislation does not presume that Rialto, or any other City for that matter, regulates these factors in such a way as to restrict housing choices or raise housing costs above normal levels. However, if the analysis does reveal that unnecessary constraints are being imposed then it is expected that efforts will be made to reduce or lessen the impacts.

### Land Use Controls

#### Land Use Element and Zoning

The City has three residential land use designations which are implemented by 12 residential zoning designations. The relationship of the various zoning classifications to the General Plan land use designations is discussed in the following paragraphs.

Rural Residential is a very low density residential land use designation permitting no more than two detached single family dwelling units per acre. At this time there is no land within incorporated Rialto which carries this designation; rural residential is found only in the southern sphere of influence, in the Bloomington area. Within the Rialto Zoning Ordinance, only the Agriculture Zoning District, A-1, corresponds with the rural Residential land use designation, as described below.

Agriculture, A-1 allows only one detached single family dwelling unit per acre, although accessory buildings common to agricultural uses are also permitted on the minimum lot area of one acre.

Low Density Residential land use designates areas in which the permitted density is no more than three single family detached houses to the acre. Only two residential zoning categories, R-1, A-10,000 and PRD-D, fit within the Low Density Residential land use designation.

R-1 A-10,000 Single Family in the City's Zoning Ordinance allows 2.5 single family detached dwelling units to the acre, thus falling within the land use Low Density designation. The minimum lot size in this zone is 10,000 square feet.

Planned Residential Development-Detached (PRD-D) District is a zoning category intended to "provide for the general control of design of detached planned residential development, including but not limited to cluster housing ... and to develop standards, procedures and guidelines to provide a more flexible method whereby sufficiently large and properly located land areas can be developed, employing more innovative and imaginative land planning concepts than would be possible through the strict application of R-1 zoning subdivision regulations," as stated in the Rialto Zoning Ordinance. The permitted density within a PRD-D District is flexible, with maximum densities determined by the General Plan land use designation within which the District is located. PRD-D can, therefore, take on any of the land use designation densities although, realistically, it would probably only be applied within the single family detached residential land use designations, Low Density or Medium Density. In that case, the maximum permitted density for PRD-D could range from 1 to 6 units per acre.

Medium Density Residential land use designates residential areas with a maximum of six single family detached houses to the acre. This is by far the predominant residential land use in the City, and is implemented through a number of zoning districts incorporated into the City's Zoning Ordinance, as discussed below.

R-1A Single Family permits a minimum lot size of 8,400 square feet which allows 3.7 dwelling units to the acre. The minimum average house size in this zone is 1,600 square feet.

R-1B Single Family carries the same densities and minimum lot sizes as R-1A, above; the only difference in the two zones is in the minimum average house size which, in R-1B is 1,400 square feet.

Zone R-1A - Residential in the Northwest Residential Specific Plan area carries the same density as R-1A in the Rialto Zoning Ordinance, 3.7 dwelling units per acre. The Specific Plan describes Zone R-1A as accommodating "... larger Single Family detached homes ..." with a minimum house size of 1,200 square feet.

Zone R-1B - Residential (Minimum 8,400 Square Foot Lot) in the Northwest Residential Specific Plan area carries the same density as R-1A and R-1B in the Rialto Zoning Code, and R-1A in the Northwest Specific Plan, 3.7 dwelling units per acre. The minimum house size is 1,400 square feet, and the zone is described as "... accommodating large Single Family detached homes ..."

R-1C Single Family Zone in the Rialto Zoning code requires a minimum lot size to be 7,700 square feet which permits a density of 3.9 dwelling units to the acre. The minimum average house size is 1,200 square feet.

Zone R-1C - Residential (Minimum 7,700 Square Foot Lot) in the Northwest Residential Specific Plan area is, as the title indicates, the same density as R-1C in the rialto Zoning Code, 3.9 units per acre. the Northwest Specific Plan notes that this planning zone will accommodate "... medium Single Family detached homes on individual lots ..." The plan specifically intends this zoning use to be for 'move up buyers', with a minimum house size of 1,200 square feet.

Single Family Residential (SFR) is found in the Rialto Downtown Area Specific Plan in which it is explained that the zones found in this Specific Plan are the "near equivalent" of related zones in the Rialto Zoning Ordinance. The zone corresponding to SFR is R-1C, and the site development standards for SFR are identical to R-1C, therefore SFR yields the same density, 3.9 units per acre, with an average minimum house size of 1,200 square feet. Like R-1C, SFR is intended for single family detached houses, "... a single one family dwelling of a permanent character, placed in permanent location on each lot ..."

Zone R-6,000 Residential (Minimum 6,000 Square Foot Lot) is found only in the Northwest Residential Specific Plan. It allows for single family housing at a density of 5 units to the acre. The plan states that this planning zone "... will accommodate entry level Single Family detached homes on individual lots ..." The plan specifically intends these homes to be for the young family and "empty nester", with a minimum house size of 1,000 square feet.



Mobile Home Development (MHD) Zone in the Rialto Zoning code has been created with the intent “to provide an alternative type of residential accommodation for persons who desire a dwelling other than a conventional single-family dwelling or multiple dwelling and provide greater diversity in housing choices, types and prices.” The average of lot sizes within a mobile home park may not be less than 4,400 square feet, and the minimum size for the mobile home is 600 square feet. Combined, the development standards yield a density of 6 to 7 dwelling units per acre of land zoned MHD.

Medium High Residential is a new land use designation in Rialto, created to bridge the gap between medium density, at 3 to 6 dwelling units to the acre, and high density which allows from 13 to 21 units per acre. Medium High Density permits from 6 to 12 dwelling units per acre. The zoning district which implements this land use designation is identified below.

Planned Residential Development-Attached (PRD-A), similar to PRD-D, is a zoning category created to provide for more flexible and innovative design in planning for attached housing such as condominiums, community apartment projects and cluster housing. The maximum permitted density for PRD-A is 12 units to the acre, which accords with the Residential Medium High land use designation. However, PRD-A also allows density bonuses of 2 units per acre for design excellence, and an additional 4 units per acre for passive solar energy saving design. With bonuses, therefore, PRD-A zones would have maximum densities of 18 units to the acre and would have to be located in areas carrying the High Density land use designation.

High Density Residential incorporates the higher density multi-family housing types, usually apartment structures. High Density includes densities of 13 to 21 dwelling units per acre, encompassing the following Zoning Districts. Where findings can be made that a proposed High Density residential development that is exclusively reserved for senior citizens will not adversely impact adjacent properties, the City Council may approve a residential density not to exceed forty (40) units to the acre.

R-3 Multiple Family in the Rialto Zoning Ordinance permits a maximum of 16 dwelling units per acre. It requires a minimum lot size of 8,000 square feet, with a minimum of 2,000 square feet of lot area for each dwelling unit. A height limit of three stories is specified.

Multi-Family Residential (MFR) in the Downtown Area Specific Plan is a near equivalent of the R-3 Zone found in the Rialto Zoning Ordinance. It also allows 16 units per acre.

R-4 High Density Multiple Family in the Rialto Zoning Ordinance permits a maximum density of 21 units per acre. The minimum lot size for R-4 apartments is 7,200 square feet, with a minimum of 900 square feet of lot area required for each dwelling unit. The height limit for apartments built in the R-4 Zone is 6 stories.

Increased Density Residential (R-X) in the Downtown Area Specific Plan explains that "...the purpose of these (R-X) standards is to provide incentives for the development of increased densities in those areas identified as appropriate for same and, in turn, to provide market support for commercial uses allocated to the Downtown Area...." Although the site development standards spelled out for R-X are identical to those for R-3 in the Zoning Ordinance, R-X allows Planning Commission discretion to decrease minimum standards in order to allow densities roughly equivalent to R-4 within the specifically planned Downtown Area.

Roughly 83% of the land zoned for residential purposes is now developed with 17% still vacant. The total of residentially zoned land, together with agriculture, represents about 47% of all land within the City. None of these figures include the land occupied by streets or railroad rights of way.

These zones permit a wide range of housing types to be developed within the community including single family dwellings, apartments, condominiums, cluster developments, townhomes, mobile home parks and boarding/group home facilities.

The Mobile Home Park Development Zone facilitates the development of mobile home parks and mobile home subdivisions to preserve this more affordable type of housing. There are currently 14 mobile home parks in Rialto. The most recent is an affordable subsidized project for seniors (55+) containing 202 mobile home units. Rialto has adopted a mobile home park rent control ordinance to promote housing affordability.

State legislation mandates the inclusion of mobile home/manufactured housing in a city's land use policy. The development of such subdivisions for this new type of "more affordable housing" is supported by the General Plan.

The Planned Residential Development Attached and Detached District encourage the utilization of innovative site design techniques to provide a greater range of amenities that can be accomplished with a standard subdivision design.

### Property Development Standards

This sub-section presents an analysis of the property development standards for the 12 residential zones. Table 12 summarizes the property development standards for each residential zone.

Development standards are liberal enough to facilitate a mix of housing products that will serve residents of various socio-economic levels while maintaining a desirable living environment. Many first-time homebuyers are attracted to this area due to the affordability of the housing market. The City has granted a 25% density bonus to developers of two senior citizen apartment projects to increase housing opportunities for seniors.



**TABLE 12  
RESIDENTIAL DEVELOPMENT STANDARDS**

<b>Zone</b>	<b>Permitted Residential Uses</b>	<b>Front</b>	<b>Yards Side</b>	<b>Rear</b>	<b>Maximum Bldg. Height</b>	<b>Minimum Lot Size</b>	<b>Minimum Unit Size</b>	<b>Parking</b>
A-1	<ul style="list-style-type: none"> <li>• S.F. Residential</li> <li>• Mobile Home Parks (CUP)</li> </ul>	25'	5'	20'	2-1/2 stories or 35'	43,560 sq. ft.	1,440 sq. ft.	2 spaces per DU
R-1A	<ul style="list-style-type: none"> <li>• S.F. Residential</li> </ul>	25'	5'	20'	2-1/2 stories or 35'	8,400 sq. ft.	1,440 sq. ft.	2 spaces per DU
R 1A 10,000	<ul style="list-style-type: none"> <li>• S.F. Residential</li> </ul>	25'	5'	20'	2-1/2 stories or 35'	10,000 sq. ft.	1,620 sq. ft.	2 spaces per DU
R-1B	<ul style="list-style-type: none"> <li>• S.F. Residential</li> </ul>	25'	5'	20'	2-1/2 stories or 35'	8,400 sq. ft.	1,260 sq. ft.	2 spaces per DU
R-1C	<ul style="list-style-type: none"> <li>• S.F. Residential</li> </ul>	25'	5'	20'	2-1/2 stories or 35'	7,700 sq. ft.	1,000 sq. ft.	2 spaces per DU
R-3	<ul style="list-style-type: none"> <li>• S.F. Residential</li> <li>• Multi-Family dwellings</li> <li>• Dwelling groups</li> <li>• Mobile Home Park (CUP)</li> </ul>	15'	5'	15'	2-1/2 stories or 35'	8,000 sq. ft.	S.F.-1,200 sq. ft. M.F.-600 sq. ft.	S.F.- 2 spaces per DU M.F.-2 spaces per DU + 1 guest space per 10 units

TABLE 12 CONTINUED

Zone	Permitted Residential Uses	Front	Yards Side	Rear	Maximum Bldg. Height	Minimum Lot Size	Minimum Unit Size	Parking
R-4	<ul style="list-style-type: none"> <li>• S.F. Residential</li> <li>• Multi-Family dwellings</li> <li>• Dwelling groups</li> <li>• Mobile Home Park (CUP)</li> <li>• Boarding and rooming houses</li> </ul>	15'	5'	15'	6 stories or 75'	7,200 sq. ft.	M.F. or dwelling groups 600 sq. ft. per DU S.F.-800 sq. ft.	S.F.-2 spaces per DU M.F.-2 spaces per DU + 1 guest space per 10 units Boarding 1 space per guest room
R-4, RX	<ul style="list-style-type: none"> <li>• S.F. Residential</li> <li>• Multi-Family dwellings</li> <li>• Dwelling groups</li> <li>• Mobile Home Park (CUP)</li> <li>• Boarding and rooming houses</li> </ul>	15'	5'	15'	6 stories or 75'	7,200 sq. ft.	M.F. or dwelling groups 600 sq. ft. per DU S.F.-800 sq. ft.	S.F.-2 spaces per DU M.F.-2 spaces per DU + 1 guest space per 10 units Boarding 1 space per guest room
MHD	• Mobile Home Parks	10'/per lot	5'/per lot	5'/per lot	_____	10 acres	600'	2 spaces per m.h. site site + 1 guest space for every 5 sites

TABLE 12 CONTINUED

Zone	Permitted Residential Uses	Front	Yards Side	Rear	Maximum Bldg. Height	Minimum Lot Size	Minimum Unit Size	Parking
PRD-A	<ul style="list-style-type: none"> <li>• Condos</li> <li>• Community Apts.</li> <li>• Row houses</li> <li>• Townhouses</li> <li>• Cluster projects</li> </ul>	25'	15'	10'	3 stories or 35'	1 acre	Bach- 650 sq. ft. 1 bdrm.- 750 sq. ft. 2 bdrm.- 900 sq. ft. 3 bdrm.- 1,100 sq. ft. 4 bdrm.- 1,300 sq. ft.	Bach +1 bdrm. 2 spaces 2-4 bdrm. 3 spaces + 1 guest space for every 5 DU
PRD-D	<ul style="list-style-type: none"> <li>• Detached S.F. units proposed as a condo or cluster project</li> </ul>	25'	10'	20'	2-1/2 stories or 35'	5 acres	1,200 sq. ft.	2 spaces per DU + 1 guest parking space for every 5 DU



## Building Code

The City has adopted and enforces the 1988 edition of the Uniform Building Code. The Rialto Fire Department is responsible for code enforcement. Its program is both proactive and reactive. An inspection of structures on each street (alphabetically) is recently been conducted. The three code enforcement officers investigate approximately 1,000 complaints per month. The most common enforcement problems are associated with trash, inoperable vehicles and deteriorated structures. Overcrowding of units is not a significant problem in Rialto. Complaints investigated during a typical month, April 1990, are shown in Table 13 below.

**TABLE 13  
CODE ENFORCEMENT COMPLAINTS INVESTIGATED**

Inoperative Vehicles	164
Abandoned Vehicles	5
Trash & Debris	33
Substandard Structures	1
Substandard Conditions	10
Property Maintenance	23
Health & Safety	13
Illegal Construction	55
Miscellaneous	232

The greatest number of violations occur in the older, central portion of Rialto. Common violations in these older structures are electrical and plumbing deficiencies as well as dry rot.

## Site Improvements

Required site improvements are stipulated in the subdivision ordinance. Normally required improvements consist of curb and gutter; paving to join existing improvements; street lights; street trees; fire hydrants and necessary drainage channels. Development north of Highland Avenue must provide retention basins.

## Fees and Other Exactions

Table 14 lists the City's planning fee schedule in relation to nearby communities. This material was extracted from the City of Ontario Report on Costs, Fees and Revenue prepared in February 1990. The table indicates that Rialto's planning fees are comparable, and in many cases lower, than surrounding jurisdictions.

TABLE 14  
PLANNING FEE SCHEDULE

FEE TYPE	ONTARIO	SAN BERNARDINO COUNTY	RIVERSIDE COUNTY	CHINO	UPLAND	RANCHO CUCAMONGA	FONTANA	MONTCLAIR	CLAREMONT	COLTON
CURRENT PLANNING ... SITE PLAN (IF ONLY 1 FEE)				840	300	251		50+	100 (DEPOSIT)	
SITE PLAN-MINOR (NO PUBLIC HEARING)	100	221	1589				75 +10/DU			
SITE PLAN-MAJOR (PUBLIC HEARING)	400		2411				200 +25/AC			
CUP	325	1832	4324 +1.50/L OT	950	825	388	300	350	850	360-15/AC
ZONE CHANGE	400	1383+	2740	813	1100	648 +32/AC	800 +25/AC	300	1500 (DEPOSIT)	800
VARIANCE			1472					300	400	
VARIANCE MINOR	65	221		30	65	62	150			75
VARIANCE MAJOR	325	736		805	825	272				300
TENTATIVE TRACT MAP	700 +70/L OT	3435+ 87/L OT+15/AC	3554+ 87/L OT+15/AC	1200 +50/L OT	850 +10/L OT	848 +32/L OT	780 +25/L OT	800 +10/L OT	500 (DEPOSIT)	400 +30/AC
VESTING TRACT MAP	700 +70/L OT	4800 (DEPOSIT)	5317+ 85/L OT+15/AC				1125 +37.50/L OT			
PARCEL MAP	180 +70/L OT	1130	3582 +10.50/L OT+5/AC	708 +50/L OT		207	200 +10/L OT	200	800	400 +30/L OT
ADVANCED PLANNING										
SPECIFIC PLANS	1300 +10/AC	2495+	10268 +28.50/AC		370	1251	CONTRACT	500 +COST		
ENVIRONMENTAL ASSESSMENT	100	275	437 +1/AC	520	250	87	90	100	400	250
EIR	800 +CONSULTANT	COST	5183	13380 +COST	COST +20%		COST+100 +15%	800 +COST	2500 (DEP) +COST	
GENERAL PLAN AMENDMENT	1300 +10/AC	3090	3096 +28.50/AC	1500	1100	1272	750	500 +COST	1500 (DEPOSIT)	800 +10/AC
MISCELLANEOUS APPEAL	100	291	262	817	470	128			100	75
EXTENSION OF TIME	50	236	215 TO 298	118	100 TO 850	62				
ZONING CONSISTENCY		36	15		125		40			
SIGNS-INDIVIDUAL				83	85	32	50+	50+	80+	35
SIGN PROGRAMS						83			250	

NOTE: DATA COLLECTED BY ONTARIO DEVELOPMENT STAFF

FEE TYPE	RIALTO	CITY OF SAN BERNARDINO	CITY OF RIVERSIDE	CORONA	MORCO	MORENO VALLEY	HIGHEST FEE	ONTARIO
CURRENT PLANNING								
SITE PLAN (IF ONLY 1 FEE)				350	200+50/AC		840	
SITE PLAN-MINOR (NO PUBLIC HEARING)			250+ 45/LOT OR AC			1850	1850	180
SITE PLAN-MAJOR (PUBLIC HEARING)			825+ 45/LOT OR AC			4200	4200	400
CUP	720+10/AC	1000	1050+ 25/LOT OR AC	500+10/AC	400+50/AC	3020+15/LOT	4324 44.50/AC	825
ZONE CHANGE	780+10/AC	745	1050+ 25/LOT OR AC	800+10/AC	500+10/AC	2250	2740	400
VARIANCE	400			500	400	1750	1750	
VARIANCE MINOR		45	125+10/LOT				221	65
VARIANCE MAJOR		480	450+25/LOT				720	325
TENTATIVE TRACT MAP	430 +10/LOT	400 +40/LOT	1500+25/LOT	775 OR 10/LOT	700+10/LOT	2700 +70/LOT+5/AC	3554 +67/LOT+15/AC	700 +6/LOT
VESTING TRACT MAP		CONSULTANT +COST	1750+25/LOT				5817 +95/LOT+15/AC	700 +70/LOT
PARCEL MAP		230 +30/LOT	900	710	400+10/LOT	1835 +70/LOT+11/AC	3582+10.90/ LOT+15/AC	100 +70/LOT
ADVANCED PLANNING		CONSULTANT+ DIRECT COST	2200+25/LOT	1200+10/AC			10208 +28.50/AC	1800 +10/AC
SPECIFIC PLANS								
ENVIRONMENTAL ASSESSMENT	100	235	150		25		437 +4/AC	100
BR	400 +COST	CONSULTANT+ DIRECT COST	2500	COST+15%		OVERHEAD+ CITY COST	13380 +COST	800 +CONSULTANT
GENERAL PLAN AMENDMENT	980	1170	1650+25/AC	900	500+10/AC	5000+25/AC	6000 +25/AC	1300 +10/AC
MISCELLANEOUS								
APPEAL	40	75	125	220	100	475	817	100
EXTENSION OF TIME	40	230	55	115		300 TO 600	300 TO 600	50
ZONING CONSISTENCY		70	100				125	
SIGNS-INDIVIDUAL		30	60+			250	250	
SIGN PROGRAMS			200				250	



The Engineering Department charges water, sewer and drainage fees which are shown in Table 15.

**TABLE 15  
INFRASTRUCTURE FEES**

- **Sewer Front Footage**  
8" sewer main - \$12.00 per foot  
10" sewer main - \$14.00 per foot  
12" sewer main - \$16.00 per foot
- **Water Line Front Footage** \$11.13 per foot
- **Drainage Area 1** \$8,694.70 per acre (N/O Highland Ave, W/O Cactus)
- **Drainage Area 2** \$4,312.00 per acre or \$0.099 per sq. ft.  
(All other areas outside Drainage Area 1)

The following fees, where applicable, will be collected at the time building permits are issued:

#### Water Development Fees

Residences: Single family 1" meter \$4750 per service; Condominium/Townhouse \$2375 per unit; Apartment Unit \$2375 per unit; Mobilehome Park Unit \$2375 per unit; Motel or Hotel units \$2375 per unit.

New tract housing construction water shall be paid at the same time as grading permit. \$25.00 per lot.

#### Water Meter Fees

3/4" @ \$270; 1" @ \$470; 1-1/2" @ \$1,030; 2" @ \$1,670; 3" @ \$3,240; 4" @ \$5,000; 6" @ \$10,950; and 8" @ \$16,540

### Sewer Plan Expansion Fees

\$3,141.00 per single family house, condominium, apartment and mobilehome space.

### Sewer Connection Fees

\$1454 per single family house; \$1454 per apartment unit

\$1454 per mobilehome park space, plus \$1454 per club house

In August 1990, the City adopted developer impact fees, which are shown in Table 16.

### **Processing and Permit Procedures**

The City's processing system is implemented on a fast track basis. All requests from the simplest to most complex are processed so that the first public hearing is held within two to three months of the date of application. The processing time includes environmental review.

**TABLE 16**  
**DEVELOPMENT IMPACT FEES**

**Resolution No. 3579 — Traffic Impact Mitigation Fee Ordinance No. 1108**

<u>Land Use</u>	<u>Fee Per Acre</u>
Residential	
Estate	\$460.00
Single-Family	\$1,035.00
Multi-Family	\$1,953.00
Commercial	\$4,480.00
Industrial	\$1,280.00

**Resolution No. 3580 — General Municipal Facilities Fee Ordinance No. 1107**

<u>Land Use</u>	<u>Fee Per Acre</u>
Residential	
Estate	\$1,381.00
Single-Family	\$1,381.00
Multi-Family	\$1,381.00
Commercial	\$1,381.00
Industrial	\$1,381.00

**Resolution No. 3581 — Open Space Fee Ordinance No. 1108**

<u>Land Use</u>	<u>Fee Per Acre</u>
Residential	
Estate	\$2,414.00
Single-Family	\$2,414.00
Multi-Family	\$2,414.00
Commercial	\$2,414.00
Industrial	\$2,414.00

**Resolution No. 3582 — Sewage Collection Facilities Fee Ordinance No. 1109**

<u>Land Use</u>	<u>Fee Per Acre</u>
Residential	
Estate	\$1,308.00
Single-Family	\$2,943.00
Multi-Family	\$6,512.00
Commercial	\$6,056.00
Industrial	\$4,845.00



**Resolution No. 3583 — Sewage Treatment Facilities Fee Ordinance No. 1110**

<b><u>Land Use</u></b>	<b><u>Fee Per Acre</u></b>
Residential	
Estate	\$2,143.00
Single-Family	\$4,821.00
Multi-Family	\$10,667.00
Commercial	\$9,921.00
Industrial	\$7,936.00

**Resolution No. 3584 — Law Enforcement Service Fee Ordinance No. 1111**

<b><u>Land Use</u></b>	<b><u>Fee Per Acre</u></b>
Residential	
Estate	\$2,195.00
Single-Family	\$2,195.00
Multi-Family	\$2,195.00
Commercial	\$2,195.00
Industrial	\$2,195.00

**Resolution No. 3585 — Fire Protection Services Fee Ordinance No. 1112**

<b><u>Land Use</u></b>	<b><u>Fee Per Acre</u></b>
Residential	
Estate	\$1,388.00
Single-Family	\$1,388.00
Multi-Family	\$1,619.00
Commercial	\$1,619.00
Industrial	\$1,619.00

**Resolution No. 3586 — Water Holding and Distribution Fee Ordinance No. 1113**

<b><u>Land Use</u></b>	<b><u>Fee Per Acre</u></b>
Residential	
Estate	\$574.00
Single-Family	\$1,292.00
Multi-Family	\$4,020.00
Commercial	\$946.00
Industrial	\$946.00

**Resolution No. 3587 — Storm Drain Facilities Fee Ordinance No. 1114****Land Use** **Fee Per Acre*****Zone I******All Area Within the City Limits North of Highland Avenue and West of Cactus Avenue***

Residential	
Estate	\$6,711.00
Single-Family	\$7,071.00
Mobile Home	\$7,421.00
Multi-Family	\$7,845.00
Commercial	\$9,033.00
Industrial	\$9,033.00

***Zone II******Central Area - Areas Not Within Either Zone I or II***

Residential	
Estate	\$8,060.00
Single-Family	\$8,493.00
Mobile Home	\$8,913.00
Multi-Family	\$9,423.00
Commercial	\$10,849.00
Industrial	\$10,849.00

***Zone III******That Area Within the City Limits South of I-10 Freeway and West of Riverside Avenue***

Residential	
Estate	\$3,575.00
Single-Family	\$3,768.00
Mobile Home	\$3,954.00
Multi-Family	\$4,180.00
Commercial	\$4,813.00
Industrial	\$4,813.00

**Resolution No. 3588 — Water Treatment and Purification Fee Ordinance No. 1115****Land Use** **Fee Per Acre**

Residential	
Estate	\$3,789.00
Single-Family	\$8,525.00
Multi-Family	\$26,523.00
Commercial	\$6,241.00
Industrial	\$6,241.00

## NON-GOVERNMENTAL CONSTRAINTS

Section 65583 (a)(5) of the Government Code requires that a local housing element incorporate an analysis of potential and actual non-governmental constraints including:

- Availability of financing;
- Price of land; and
- Cost of construction

### Availability of Financing

According to the State Department of Housing and Community Development, the analysis of the availability of financing should consider whether financing is generally available, whether interest rates are significantly different from surrounding areas, and whether there are under-served areas or income groups in the community for new construction or rehabilitation loans. The D/HCD indicates knowledge of this will assist the community to select and implement responsive housing programs such as mortgage revenue bonding, a mortgage credit certificate program, and targeted low-interest rehabilitation loans.

Contact was made with lending institutions to request information available from Home Mortgage Disclosure Act (HMDA) and Community Reinvestment Act (CRA). This information was unavailable from these institutions for inclusion in this Technical Appendix. A review of new tract advertisements will be made to determine whether the equal housing/fair housing logo is displayed.

In the past few months, the cost of financing has been gradually increasing. A survey of 13 lending institutions revealed that 30-year, conforming loans had annual percentage rates between 10.765% to 10.924% with points ranging between 1.25% to 2%. The conforming loans adhere to national guidelines established by Fannie Mae and Freddie Mac, who purchase the loans on the secondary market. Jumbo loans are those above the maximum conforming loans and reflect each lender's own guidelines. The APR on jumbo loans ranged from 11.039% to 11.548%. The points ranged from 1.5% to 2% for the 13 institutions included in the survey.



## Price of Land

Land is a major component of the total production costs for new housing. In order to make the development of affordable housing feasible, it frequently is necessary to include a land value writedown. Local realtors were contacted on the costs of raw land. They indicated that an average R-1 lot costs approximately \$35,000 - \$37,000. As a rule of thumb, the finished lot cost cannot exceed 25 percent of the selling price of the house. Otherwise, the development will not be economically feasible. Undeveloped R-3 land costs approximately \$180,000 per acre. Land costs may vary according to location.

## Cost of Construction

Construction costs are the second highest cost component of new housing. Construction costs are the total cost to the developers exclusive of profit, but including fees, materials, labor and financing. These costs vary depending on the size, roofing materials, carpeting and other features. Because of this, it is difficult to establish an absolute measure of construction costs. Residential construction costs in Rialto range from \$40 - \$50 per square foot, according to a local realtor.

New housing in Rialto consists of tracts such as Country Ridge, Eagle Pointe, Meadowood, Rialto Estates, The Vineyards and Penhill Ranch. The cost of housing in these tracts range from \$119,900 to the mid \$200,000s. A summary of housing prices is listed below:

Country Ridge 1,708-2,588 sq. ft. 2-3 Bedrooms	From \$185,950 - \$251,950	Meadowood Up to 1,868 sq.ft. 3-4 Bedrooms	\$119,900-\$155,990
Eagle Pointe 2-6 Bedrooms	\$169,900 - \$199,990	Rialto Estates Up to 1,833 sq.ft. 3-4 Bedrooms	From \$130,000's
Penhill Ranch up to 2,305 sq. ft. up to 4 Bedrooms	\$197,900 - \$235,900	The Vineyards Up to 1,919 sq.ft. 3-4 Bedrooms	\$159,500-\$190,000

Resale housing provides a broader range of opportunities for all income groups. The San Bernardino Board of Realtors, which serves the Cities of San Bernardino, Rialto, Colton, Highland, Grand Terrace, Loma Linda, Fontana and Bloomington, stated that the average price of single family resale housing was \$104,800 from January 1990 to February 1990. Consultations with local realtors indicate that the average resale price for a single family home in Rialto (3 bdrm., 2 bath, 1,500 sq. ft.) is approximately \$130,000.

## **SPECIAL HOUSING NEEDS**

Section 65583 (a)(6) requires:

“Analysis of any special housing needs, such as those of the handicapped, elderly, large families, farm workers, families with female heads of household, and families and persons in need of emergency shelter.”

The State Department of Housing and Community Development has explained how special housing needs differ from other housing needs in the following terms:

“Special housing needs are those associated with relatively unusual occupational or demographic groups, such as farmworkers or large families, or those which call for unusual program responses, such as preservation of residential hotels or the development of four-bedroom apartments.”\*

### **Handicapped Households**

The housing needs of handicapped households include, but are not limited to:

- Special design features to enhance housing accessibility.
- Financial housing assistance to bring housing costs within ability to pay.

The 1980 Census estimated that there were 758 persons between ages 16 to 64 in the labor force with a disability. This represented approximately 2% of Rialto’s population. In that same age group, but not in the labor force, were 1,221 persons or 3.3% of the total population with disabilities. The Federal Rehabilitation Act of 1973, Section 104.3 (j) defines a disabled person as “any individual who has a physical or mental impairment which substantially limits one or more major life activities, has record of such an impairment, or is regarded as having such an impairment.”

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\* State Department of Housing and Community Development, “Housing Element Questions and Answers,” (March 1984).

The State Department of Rehabilitation was contacted to determine whether that agency maintains city specific data on handicapped persons. The State Department staff indicated that assumptions could not be made from their client base as it represents only a portion of the handicapped individuals in each community. The Rehabilitation Department provides vocational rehabilitation to disabled youths and adults. The client base changes frequently and their housing needs vary greatly, depending on the disability. That agency suggested a guideline of approximately 10% handicapped in any given population.

The State Rehabilitation Institute was contacted regarding handicapped data. That agency provides out-patient rehabilitation and adult daycare. No data are kept on a city specific basis. Also contacted were the Handicapped Access Committee, Affirmative Action and the Handicapped Law Compliance Office. None of these agencies could provide any data regarding the number or composition of the handicapped population.

The Handicapped Law Compliance Office covers California, Arizona, Nevada, Oregon, Washington and Idaho. Most of their clients' housing problems are associated with affordability or wheelchair access. As the majority of handicapped persons can only work part-time, if at all, many live in subsidized housing and are dependent on Social Security Disability Insurance (SSDI) for income. The monthly SSDI payment is \$620.

Many households cannot meet the minimum HUD criteria. Section 504 of the 1973 Rehabilitation Act requires all federally funded programs to be accessible to the handicapped. If a handicapped person cannot meet the income criteria, the criteria must be customized to facilitate participation by that person. Another key concern is wheelchair accessibility. Legal requirements for handicapped access are fairly recent. Older housing, which is typically the only housing a handicapped person can afford, is not designed to accommodate a wheelchair.



In 1985, the State of California adopted building regulations that required any privately funded development with five or more units of multi-family rental housing to include handicapped adaptability features for all accessible (ground floor) units. Until 1989, developers could apply for a hardship exemption if a maximum of \$650 per unit was spent in adapting units for handicapped access. Many developers applied the required funds to only one aspect to accessibility, such as an exterior ramp, but failed to take into account interior design. Required interior and exterior modifications cannot be accomplished at a cost of \$650 per unit.

In 1989, Title 24 of the California Code of Regulations was amended to repeal the cost cap. It is now more difficult to obtain a hardship exemption. The developer must show that the handicapped requirements cause the project to become financially infeasible or must prove that the modifications would necessitate the removal of major structural elements.

### **Elderly Households**

Many senior citizens have fixed incomes and experience financial difficulty in coping with rising housing costs. The financial capacity for coping with increased housing costs depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior owner.

According to the 1980 Census, there were 2,729 persons who were 65 years of age or older which represented 7.3% of Rialto's total population. A straight-line extrapolation, based on this percentage, yields a current estimate of 5,134 persons 65 years or older.

San Bernardino County's Area Agency on Aging was contacted for additional insights on housing needs. In 1988, the Office of Aging conducted a Local Needs Assessment for the County of San Bernardino. Eighty-four service providers were selected to administer the survey. Of the 1,702 survey forms assigned to service providers, 1,236 forms were returned. Of these assessed, 49.3% lived along compared to the 1980 Census which reported 28.5% of persons 60 years or older as living alone. Persons 75 or older represented 42.4% of the respondents. The housing arrangements of respondents are shown in Table 17.

**TABLE 17**  
**HOUSING OF RESPONDENTS**

<b><u>Type</u></b>	<b><u>Number of Respondents</u></b>	<b><u>Percent of Respondents</u></b>
Apartment	172	13.9%
House	677	54.8%
Senior Housing Complex	52	4.2%
Mobile Home Park	301	24.4%
Board and Care	34	2.8%

Of the 54.8% who live in a house, 65% are homeowners. The survey indicated that 36% of the respondents were handicapped, 35% were low income and 35% were receiving Social Security. Female respondents predominated; 62.5% female and 36.2% male. Many were widows or widowers, 43.9%; while 37.4% of the respondents were married.

The County service area was divided into seven sub-regions. San Bernardino is located within the East Valley Region. This subarea had the largest number of completed applications. The respondents ranked service needs on a scale of 1 to 10, selecting from 18 service categories. Housing was ranked seventh among the service needs. Priority concerns were health services, congregate needs, and transportation. None of the subareas within San Bernardino County ranked housing among the top three concerns.

### **Large Families**

Large families are defined as households with five (5) or more persons. The most recent data available on this characteristic is from the 1980 Federal Census. That data indicates that 2,132 households or 17.6% of the City's total households had five or more persons. If this same ratio were applied to all the City's current number of households, there would be about 3,887 large-family households residing in Rialto as of January 1990. Some of the families would benefit from rehabilitation loans designed to increase home size and living space.

### **Farm Workers**

According to the 1983-88 Regional Housing Allocation Model, prepared by SCAG, the City had few farmworker households in need of housing assistance. Given the suburbanization of the City in the past six years, the farm worker housing assistance needs have probably decreased during the past eight years. The County Department of Agriculture indicates that there is hardly any farm acreage in Rialto.

### **Female Heads of Household**

Demographic, social and economic conditions have combined to generate a demand for independent living quarters by households headed by females. Evidence from the 1980 Census of Population confirms this trend. According to federal census data, the City of Rialto had 1,389 female head of households. The number of female head of households represents 17.7% of all the City's households as of 1980. A straight-line extrapolation of this percentage yields a January 1989 estimate of 3,909 female heads of household.

### **Homeless**

There are many social, economic and physical conditions which have combined to increase the homeless population throughout the State of California. In September 1984, the Governor signed Assembly Bill 2579, adding "families and persons in need of emergency shelter" to the special needs groups to be considered in each jurisdiction's housing element. According to the Technical Assistance report prepared by the State Department of Housing and Community Development, the needs assessment includes the following considerations:

1. An estimate or count of the daily average number of persons and families in the locality lacking permanent shelter.
2. A count of the number and type of shelter beds, hotel/motel vouchers, and units of transitional housing currently available in the locality.
3. An estimate derived from the figures described above of the number of additional shelter beds, shelters, and transitional housing units needed by type of need.



The Rialto Police Department indicated that they were not aware of any homeless persons in the City. The Parks and Recreation Department rarely receives requests for emergency shelter. Occasional requests are referred to the Salvation Army shelter in San Bernardino. There are no emergency shelter facilities in Rialto. Hospitality House, operated by the Salvation Army, is the closest shelter. This shelter, located in San Bernardino, provides emergency shelter for up to seven days and transitional housing for up to sixty days. The shelter accepts single men, single women and families. It serves approximately 70 - 90 persons per day. Captain Anderson did not have any data regarding the number of clients served from the Rialto area. An intake worker reported that the shelter receives approximately 3-4 calls a week from the Rialto area regarding emergency shelter. These are generally families facing eviction due to temporary financial difficulty associated with illness or loss of employment.

The population of Rialto is included in the determination of County funding through the Homeless Emergency Shelter Grant Fund. This money is used to fund the Salvation Army Shelter in San Bernardino.

## ENERGY CONSERVATION OPPORTUNITIES

An analysis of opportunities for energy conservation with respect to residential development is required by Section 65583 (a)(7) of the Government Code. According to the D/HCD:

“The purpose of this analysis is to show that the locality has to consider how energy conservation might be achieved in residential development and how energy conservation requirements may contribute to the affordability of units.

Following are examples of local policies, plans, and development standards that have been successful in reducing energy costs or consumption:

- promotion of compact, higher density, and infill development;
- the active, constructive enforcement by local building officials of existing state residential energy conservation standards;
- standards for street widths, landscaping of streets and parking lots to reduce heat loss or provide shade; and
- standards for energy efficient retrofits to be met prior to resale of homes.”

The State Office of Planning and Research (OPR) has offered the following advice on this code requirement:

- Opportunities in the design and construction of individual units.
- Opportunities in the design of subdivisions.
- Assessment of the effect of energy conservation measures on the cost of housing in the long run.
- Proximity of proposed residential development to employment centers, schools and other services and availability of transit services.

The City enforces Title 24 of the State Building Code which establishes energy standards. Additional opportunities will be explored on infill housing sites and City-assisted affordable housing development.

## INTRODUCTION

Section 65583 (b) of the Government Code requires:

*“A statement of the community’s goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing.”*

The following definitions, developed by the State D/HCD, provide guidance on the meanings of these terms:

*“Goals are general statements of purpose. Housing element goals will indicate the general direction that the jurisdiction intends to take with respect to its housing problems. While reflecting local community values, the goals should be consistent with the legislative findings (Section 65580) and legislative intent (Section 65581) of Article 10.6 and other expressions of state housing goals contained in the housing element law. Goals may extend beyond the time frame of a given housing element.*

*Policies provide a link between housing goals and programs; they guide and shape actions taken to meet housing objectives.*

*Quantified objectives are the maximum actual numbers of housing units that the jurisdiction projects can be constructed, rehabilitated, and conserved over a five-year time frame. In order to more realistically plan for the implementation of housing programs, it is useful for localities to establish objectives for each housing program which will be implemented during the time frame of the element. Objectives may therefore be short-term in outlook compared to community’s goals.”\**

## GOALS

1. *To contribute to achieving a housing stock free of adverse physical conditions.*
2. *To enhance the quality of housing throughout the City with a focus on the older, central neighborhoods.*
3. *To maintain and upgrade existing affordable housing units Citywide.*

\* State Department of Housing and Community Development, Questions and Answers Report, (June 1987) p. 10.



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4. *To create a housing market environment where all households have adequate housing within their economic means.*
  5. *To endeavor to meet the City's share of regional housing needs as projected to the Southern California Association of Governments.*
  6. *To encourage continued construction of new affordable housing units.*
  7. *To preserve existing affordable housing for seniors in the Redevelopment Agency-owned mobile home park.*

## QUANTIFIED OBJECTIVES

1. *To rehabilitate 16 rental housing units in the next five years through the Rental Rehabilitation Program.*
2. *To assist 125 senior and handicapped households in the next five years through the Senior and Disabled Repair Program.*
3. *To provide Section 8 rental assistance to 400 households in the 5-year program period.*
4. *To conserve existing affordable mobile home housing through continued implementation of the City's Mobile Home Rent Control Ordinance.*
5. *To rehabilitate 12 single-family residences through the Home Improvements Loan Program.*
6. *To assist 25 households become homeowners through the First-Time Homebuyer Program.*
7. *Facilitate the production of 3,450 market rate housing units for moderate and above moderate income households consistent with the share of regional housing need figures.*
8. *Provide assistance, through financial incentives and regulatory concessions to enable the production of 380 housing units for very low and low income households.*
9. *To conserve housing by adopting a Historic Preservation Ordinance.*
10. *To increase affordable housing opportunities by adopting a Second Unit Ordinance.*

Quantified objectives need not match exactly housing need. According to Section 65583(b) of the Government Code:

*"It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the identified existing housing needs, but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame."*

The establishment of the Central Business District Redevelopment Project will provide opportunities to focus housing improvement objectives. In the past five years, funds from the Industrial Redevelopment Areas A & B were utilized to issue bonds for an affordable mobile home park for seniors.

The City's objective for developing market-rate (moderate and above-moderate) housing units during the planning period is 3,450 units. This represents 100% of the projected need. During the past two years, 1,251 units were constructed. (Based on building permit data - 1989-1991.) Of these, 891 units were single family dwellings; 151 units were multiple family dwellings; and 202 units were mobile homes. No condominium units were developed during this period. The average annual production rate was 625 units per year.

There are currently an additional 218 single family units and 401 multiple family units approved for development but not yet constructed. There are also 351 single family units and 64 multiple family units proposed for development. Proposed and approved residential projects consist of 1,033 units. Based on actual production and current development trends, it is anticipated that Rialto will be able to meet the projected need for moderate and high-income households.

The production objective for low and very low-income households is 380 units. This represents 20% of the projected need. During the past two years, a 202 unit mobile home park was developed to meet the needs of low and very low-income households. It is anticipated that, over the next three years, an additional 178 units can be provided through the adoption of a second unit ordinance, density bonus provisions, and the utilization of appropriate state and federal subsidies.

The Planning Department Status Reports indicate that multiple family projects, approved and under construction, range from small in-fill developments to large complexes (100-296 units). While there are some larger single family subdivisions currently under construction, most planned and approved developments are less than 50 lots. There are several small in-fill projects. Development is occurring in many residential zones; R-1A, R-1B, R-1C, R-3, R-X, MFR, R-6000, and PRD-D. This ensures a wide range of housing opportunities within the community.

## **POLICIES**

1. *Continue to participate with San Bernardino County in the Community Development Block Grant Program to meet the City's housing maintenance and improvement needs.*
2. *Utilize, per a short range expenditure plan, 20% set-aside funds to encourage housing rehabilitation for up to moderate income families throughout the City to meet Rialto's maintenance and improvement needs.*
3. *Continue participation in State and Federally sponsored programs designed to maintain affordability, particularly the Section 8 program.*
4. *Cooperate with the private sector in the provision of housing to accommodate special needs groups such as senior citizens and the handicapped.*
5. *Encourage the development of affordable housing to meet the needs of very low, low and moderate income households.*
6. *Density bonuses and/or other incentives will be considered in the development of affordable rental housing under appropriate circumstances and in suitable locations.*
7. *Promote the conservation of physically sound housing units that have historic significance.*

All policies are implemented by housing programs. Goals are achieved by policies or action programs.



## INTRODUCTION

According to Section 65583(c), the housing element must include:

*“A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. In order to make adequate provision for the housing needs of all economic segments of the community, the program shall” ... address specific needs.*

## SCHEDULE OF ACTIONS

Most of the planned actions of the City are ongoing because they represent in-place policies or programs. While some actions may continue for five-years, others will be accomplished in the near-term and establish the foundation for subsequent, follow-up implementation. The details of these follow-up activities cannot be discerned at this time, however. The principal schedule of actions are noted below with respect to making adequate provision for housing needs.

### Adequate Sites

Three specific actions relate to this program category:

1. *Implementation of the Land Use Element during the next five years as a continuing action.*
2. *The adoption of the Central Business District Redevelopment Plan will provide enhanced opportunities for infill construction, and will replace deteriorated, non-conforming single-family residences with new multiple-family development.*
3. *Adoption of a new, comprehensive General Plan in the next year which will incorporate some revision to the current Land Use Element.*
4. *Recently annexed land in the northwest portion of the City will provide new opportunities for single-family residential development.*

## **Affordable Housing Development**

Two scheduled actions are particularly relevant to this program category:

1. *Preparation within 12 months of Housing Element adoption of a formal, comprehensive program of regulatory concessions and incentives. This program will build upon and formalize the innovative strategies employed by the City in facilitating the construction of moderate income housing.*
2. *Preparation of an "expenditure plan" for the use of the 20% set-aside, Low and Moderate Income Housing Fund, within 12 months of adoption of the new Housing Element. The expenditure plan will focus on special needs households, senior citizens and first-time homebuyers.*
3. *Pursuant to recent State law, the City must adopt an implementing ordinance, including a procedure for evaluating preliminary applications, for the new density bonus law. The City will adopt this implementing ordinance within six months of adoption of the updated Housing Element.*

## **Housing Conservation and Improvement**

Several actions are ongoing such as the CDBG housing improvement programs. In the next 12 months the 20% set-aside expenditure plan will outline how these resources can be used to meet the Statewide goals for housing conservation and improvement. By 1992, the City will complete the comprehensive needs analysis and program recommendations on low income housing "at risk" of converting to market-rate housing.

## **Equal Housing Opportunities**

Throughout San Bernardino County, the achievement of open, fair and equal housing opportunities is very important. In the next two years, the City will initiate and complete an analysis of impediments to fair housing. The study and analysis will further the objectives of the 1988 Fair Housing Act.

## ADEQUATE PROVISION FOR HOUSING NEEDS

As stated by Section 65583(c) of the Government Code: "In order to make adequate provision for the housing needs of all economic segments of the community, the program shall" ... address specific needs. Program actions to address these needs are discussed in this sub-section.

### Identification of Adequate Sites

Section 65583(c)(1) states that a local housing element must:

*"Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobile homes, emergency shelters and transitional housing in order to meet the community's housing goals as identified in subdivision (b)."*

### Variety of Housing Types

Rialto's zoning ordinance provides for 12 residential zones. Permitted uses include single-family dwellings, apartments, condominiums, cluster developments, townhomes, mobile home parks and group home/boardings facilities. There are currently 970 acres of vacant land zoned for single family and multiple-family residential development.

The City's northerly and southerly Spheres-of-Influence will provide additional opportunities for single-family residential development.

Implementation of the Central Business District Redevelopment Plan will result in the loss of 531 single-family units and the addition of 1,186 multiple-family units over a 40 year period. There is an adequate supply of residentially zoned land to meet the need for 5,264 units as projected by SCAG for the 1989-1994 planning period. On vacant land alone, there is a potential for 4,738 housing units as indicated by Table 11. An explanation of expected development also was provided in the discussion regarding the City's quantitative objective.



### Rental Housing

Rental housing is encouraged by the R-3, R-4 and RX zoning districts. The Central Business Redevelopment Plan includes multiple-family housing as a component of the Redevelopment Plan.

### Factory Built Housing

Pursuant to State law, factory built housing is permitted on single-family residential lots.

### Mobilehomes

The Mobile Home Park Development Zone facilitates the development of mobile home parks and mobile home subdivisions. There are currently 14 mobile home parks in Rialto. The most recent is a subsidized project for seniors, which contains 202 mobile home units.

### Emergency Shelters and Transitional Housing

As explained in the needs assessment, the need within the City does not reach the threshold for a new site development. Existing resources and implementation of updated policies is sufficient to meet the need as experienced in late 1989 and early 1990.

The Rialto Planning Department will work with neighboring communities, the County of San Bernardino, school districts and local churches to monitor homeless shelter needs.

## Affordable Housing Development

Section 65583(c)(2) of the Government Code mandates that a housing program shall -

*“Assist in the development of adequate housing to meet the needs of low and moderate income households.”*

In addition, Chapter 1140, statutes of 1989, amended housing element law to require the housing program of an element to include, by January 1, 1990, a description of the use of monies in the Redevelopment Agency’s Low and Moderate Income Housing Fund if the locality has established a redevelopment project area.

The Low/Moderate Housing Fund from the Industrial Areas A & B Redevelopment Projects enabled the construction of an affordable mobile home park.

## Regulatory Concessions and Incentives Program

The City provides a density bonus for the development of senior citizen housing projects. Where findings can be made that a high density senior citizen housing project will not impact adjacent properties, the City Council may approve a residential density up to 40 dwelling units per acre. This density bonus has been utilized for two senior citizen apartment projects.

The provision of additional affordable housing could be encouraged by permitting the construction of second units in single-family residential areas. The zoning ordinance currently has no provision for second units or "granny flats".

## 20% Set-Aside Housing Program Expenditure Plan

Following adoption of the Housing Element, the City/Redevelopment Agency will prepare an expenditure plan for the use of the anticipated that revenues will be available during the life of this Housing Element. Among the alternatives to be seriously evaluated is the use of the 20% set-aside to accomplish rehabilitation in the downtown area. Other program options to be considered includes a single-family first-time buyer program; new single-family construction and new multi-family construction.

Density Bonus Implementation Ordinance

Government Code Sections 65913.4, 65915 and 65917, relating to density bonus requirements, were amended in 1989 by Chapter 842. These amendments were effective from January 1 to March 26, 1990. Chapter 31 of the Statutes of 1990 repealed Section 65913.4, and amended Section 65915; this action was effective March 26, 1990. Government Code Section 65915 provides that a local government shall grant a density bonus of at least 25 percent, and an additional incentive, or financially equivalent incentive(s), to a developer of a housing development agreeing to construct at least:

- a) 20% of the units for lower-income households; or
- b) 10% of the units for very low-income households; or
- c) 50% of the units for senior citizens.

Pursuant to the amendments, every jurisdiction must adopt an implementing ordinance, including a procedure for evaluating preliminary applications. The ordinance must or should include:

- Types of developer incentives to be provided.
- Procedures for modifying development and zoning standards.
- Program administration.
- Terms of affordability.
- Nature of binding agreements.

The implementing ordinance will be prepared within six months of adoption of the updated Housing Element.



## Removal of Government Constraints

Section 65583(c)(3) states that a local housing element must -

*“Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.”*

The removal of governmental constraints will occur as the City implements the following action programs:

- Regulatory Concessions and Incentives Program
- Density Bonus Implementation Ordinance
- Expenditure Plan for the Low/Moderate Income Housing Fund

In addition, the City will prepare a second unit ordinance within 12 months following adoption of the Housing Element. This ordinance will implement the provisions of State law. The preliminary text of the Ordinance is shown on the following page.

ORDINANCE NO. \_\_\_\_\_  
SECOND UNITS

Intent

It is the intent of this ordinance to achieve the following objectives:

1. To provide a cost-effective means of serving development through the use of existing infrastructure, as contrasted to requiring the construction of costly new infrastructure to serve development in undeveloped areas;
2. To provide additional affordable housing without public subsidy;
3. To satisfy the requirements of Section 65852.2 of the California Government Code.

Definition

"Second unit" shall mean a subordinate dwelling unit with complete and independent living facilities, attached to a single-family dwelling. It shall contain permanent provisions for living, sleeping, eating, cooking and sanitation.

Standards and Limitations

The creation of a second unit on lots containing one (1) existing single-family unit shall be subject to the following requirements:

1. The lot must contain an existing single-family residence and must be residentially zoned.
2. A Conditional Development Permit shall be required for all second dwelling units.
3. Maximum size of the second unit shall not exceed six hundred forty (640) square feet.
4. Minimum lot size of a parcel upon which a second unit may be constructed shall be at least seven thousand (7,000) square feet.
5. One unit on the property must be owner occupied. A Land Use Restriction to this effect must be recorded prior to issuance of building permits.

6. The second unit shall be attached to the existing owner occupied residential dwelling.
7. One garage space shall be provided for the second unit with the second unit's parking space conveniently accessible to the proposed second unit. This requirement shall be in addition to the two garage spaces required for the existing dwelling.
8. No guest house, accessory living quarters, detached maid's quarters or any other conforming or nonconforming dwelling units already exist on the lot.
9. The unit can only be rented, not sold separately from the primary unit. No subdivision of any kind, including condominiums or cooperatives, shall be permitted between the two units.
10. Any construction must conform to zoning and building requirements generally applicable to residential construction in the zone in which the property is located.
11. The architectural design of the second unit shall be consistent with the design of the existing unit on the lot, and reasonably compatible with the design of the structures in the surrounding area.
12. Infrastructure service requirements such as sewer and water, and building code requirements such as permanent foundation and fire code requirements shall be met.

A second unit which conforms to the standards of this ordinance shall not be considered to exceed the allowable density for the lot upon which it is located and shall be deemed to be a residential use which is consistent with the existing General Plan and zoning designation for the lot.



## Housing Conservation and Improvement

Section 65583(c)(4) states that a housing program shall describe actions to “Conserve and improve the condition of the existing affordable housing stock.” In addition, a recent amendment to housing element law (Chapter 1451, Statutes of 1989) requires all housing elements to include, by January 1, 1992, additional needs analyses and programs to address the potential conversion of assisted housing developments to non-low-income housing uses during the next ten year period. Assisted housing developments are defined to include any multi-family rental housing assisted under any of the following programs:

1. *Federal:* Section 8, 213, 221(d)(3), 236, 202, and 101; CDBG and FmHA Section 515.
2. *State:* Multi-family revenue bond.
3. *Local:* Multi-family revenue bond, redevelopment, in-lieu, inclusionary, and density bonus programs.

### Conservation of Existing Affordable Housing

This sub-program includes ongoing activities:

- Section 8 rental assistance program.
- Implementation of mobile home park rent control ordinance.
- Exclusive zone for mobilehome parks.
- Permit mobile homes on single-family lots.

In addition, other affordability measures will be implemented as a part of:

- Density bonus implementation ordinance.
- Expenditure Plan for the Low/Moderate Income Housing Fund.
- Implementation of second unit ordinance.

### Structural Conservation

The existing structural conservation programs are accomplished on a cooperative basis with the County of San Bernardino Community Development Block Grant Program. Rialto will continue to participate in the Rental Rehabilitation Program, the Senior and Disabled Repair Program, and the Home Improvement Loan Program.

Some additional resources for structural conservation will be available as a result of:

- Central Business District Redevelopment Project.
- Expenditure Plan for the Low/Moderate Income Housing Fund.

### At-Risk Housing Units

In Rialto there are three federally subsidized low-income rental units at risk of conversion to market rate housing. Data for this conclusion was drawn from: The California Housing Partnership Corporation and The California Coalition of Rural Housing Project, Report on Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion, March 1, 1989. The three projects are:

- √ Casa Rialto
- √ Southpointe Villa
- √ Willow Village

Other housing in the City has been assisted by State and local resources. A specific program to address the potential conversion of these developments will be completed by the end of 1991.

## Equal Housing Opportunity

Section 65583(c)(5) requires that the housing program:

*"Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."*

With regard to complying with this provision of the State housing law, the D/HCD has offered the following advice:

*"Since state and federal laws uniformly outlaw most kinds of housing discrimination, local government's role is to identify strategies which will support and implement these laws. Such strategies may include consultation with fair housing and counseling organizations in the community to document the incidence of housing discrimination and the availability of services to address the problem. If these services are not available or are inadequate, the locality can request technical assistance from the district office of the Department of Fair Employment and Housing to develop specific local government actions to promote fair housing opportunity."*

*In smaller localities, the local program may involve the dissemination of information on fair housing laws, and referrals to the district office of the Department of Fair Employment and Housing or other appropriate agencies. In large and/or urban jurisdictions, more direct program action would be appropriate. Examples of such programs include a commitment to use Community Development Block Grant funds to support fair housing and counseling services. Also the locality may wish to create a fair housing council which can investigate and resolve discriminatory complaints, and advocate specific equal housing opportunity actions before community and business organizations."*

The City supports fair housing laws and statutes. During the next two years, the City staff will be informed of existing laws and agencies to contact in the event of discrimination complaints. Moreover, as noted in the schedule of actions, an analysis of the impediments to fair housing in the City will be completed. Other cities in San Bernardino County have prepared such an impediment analysis to establish a direction for municipal policy in this area.



## RESPONSIBLE AGENCIES AND OFFICIALS

Several agencies and officials will be responsible for implementation of the City's Five-Year Housing Program. These include:

<u>Agency/Officials Responsible</u>	<u>Action Programs</u>
City of Rialto	General Plan
City Managers Office	Land Use Element
City Attorney	Codes
Community Development Director	Ordinances
	Incentives Program
Redevelopment Agency	Expenditure Plan
San Bernardino County	Section 8 Rental
Housing Authority	Assistance Program

## GENERAL PLAN CONSISTENCY

According to Section 65583(c), the housing program must describe "... the means by which consistency will be achieved with other General Plan elements and community goals." The City of Rialto is in the process of preparing a comprehensive General Plan. There will be seven mandated elements and four optional elements. Internal consistency, as used in California planning law, means that no policy conflict exists, either textual or diagrammatic, between the components of an otherwise complete and adequate general plan. The internal consistency requirement has five dimensions with respect to the structure and content of the general plan, which is explained in the following paragraphs.

## **Definition of General Plan Consistency**

### Equal Status Among General Plan Elements

All elements of the general plan have equal legal status. For example, the land use and open space elements cannot contain different land use intensity standards. Because no element is legally subordinate to another, the general plan must resolve potential conflicts between or among the elements through clear language and policy.

### Consistency Among the Elements (Inter-Element Consistency)

All general plan elements, whether mandatory or optional, must be consistent with each other. Whenever a jurisdiction adopts a new element or amends part of a plan, it must change the rest of the plan to eliminate any inconsistencies that the new element or amendment creates. The jurisdiction should update the plan at the same time it adopts the new element or amendment, or immediately thereafter.

### Consistency Within an Element (Intra-Element Consistency)

Each element's data, analyses, goals, policies, and implementation programs, must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. In turn, policies must form a logical basis for a general plan's implementation programs.

### Area Plan Consistency

Internal consistency also means that all principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan. The general plan must contain a discussion of the role of area plans (if any) and their relationship to the general plan.

### Text and Diagram Consistency

Internal consistency means that the general plan text and diagrams must be consistent with one another since both are integral parts of the plan.

## 1990 Comprehensive General Plan Update

This Housing Element is being updated to meet the periodic revision requirements of State law. The element was prepared within the policy framework of the current General Plan; therefore, no revisions are necessary to achieve internal consistency of the updated Housing Element with other elements. The City is embarking on a comprehensive update of the General Plan to include the following mandatory and optional elements:

### Mandatory Elements

- Land Use
- Circulation
- Open Space
- Conservation
- Noise
- Safety
- Housing

### Optional Elements

- Community Design
- Historic Preservation
- Economic Development
- Redevelopment

Upon completion of the General Plan Program, it may be necessary to revise slightly the content of this Housing Element Update. The revisions would occur primarily (if at all) with respect to the Land Use Element: land use categories; definitions; site availability and related factors.



## PUBLIC PARTICIPATION

Section 65583(c) requires that localities "... shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort." The D/HCD has indicated that the following actions are useful in facilitating public participation:

- Public hearings at the planning commission and city council levels.
- Citizens advisory group or committee.
- Circulation of draft elements to housing interest groups.
- Outreach measures to church groups, low income organizations, and community and senior groups.
- Notices regarding public meetings may be posted in community centers, libraries, city hall, and throughout the community in public places.

During preparation of this Housing Element, the previous Housing Element was reviewed and analyzed. In addition, several public, social service and volunteer organizations were consulted to gather information and insights of value to the development of the updated Housing Element.

Prior to the public hearings, the draft element was circulated to local housing, church and senior groups. Moreover, notices of public hearings or meetings were posted in public places, as appropriate. Finally, during the public hearings before the Planning Commission and City Council, the individuals attending were offered ample opportunity to comment on the Draft Housing Element.



## CHAPTER VII

# OPEN SPACE AND RECREATION

### 1.0 INTRODUCTION

California laws governing planning and development place more emphasis on the open space element than on any other component of general plans, with the exception of housing. Government Code Section 65302(e) requires that every general plan contain an open space element. The open space resources of California municipalities are defined by Government Code Section 65560 as follows:

(a) "Local open space plan" is the open space element of a county or city general plan adopted by the board or council...

(b) "Open space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

1. Open space for the preservation of natural resources...
2. Open space used for the managed production of resources, including but not limited to forest lands, rangeland, agricultural lands...; areas required for recharge of ground water basins;...and areas containing major mineral deposits, including those in short supply.
3. Open space for outdoor recreation, including but not limited to, areas of outstanding

scenic, historical and cultural value; areas particularly suited for park and recreation purposes...; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers, streams, trails and scenic highway corridors.

4. Open space for public health and safety, including but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the enhancement and protection of air quality.

The Legislature further declares its intent to preserve open space and discourage premature development in Government Code Section 65561 and mandates local planning to that end in Sections 65562 and 65563. Section 65564 requires local governments to delineate specific programs by which the open space plan will be implemented, and Sections 65566 and 65567 invoke general plan consistency to protect designated open space lands. Finally, Public Resources Code Section 5076 seeks to link open space lands with recreational trails, and continue the trails to integration with a statewide system.

These long and exhaustive requirements for open space, including recreational open space, were adopted by the California Legislature during the 1970's when it was becoming apparent that rapid development in urbanizing areas was irrevocably usurping lands needed



for a host of open space purposes.

In its rural past Rialto reflects the California experience. Rialto had a plenitude of accessible open spaces within and around its boundaries; undeveloped building lots, large back yards, fallow fields, unharvested woodlands, and natural streams and water courses. Indeed, until the dedication of Lilac Park in 1951, Rialto residents had no public park, nor seemed to require one. As regional growth and development accelerated, however, many of the open areas accessible from and within the City have been transformed by construction, and the new populations housed or employed therein are far away from the natural amenities enjoyed by early residents.

The need to preserve more open space and to develop more park sites for active and passive recreation is acknowledged in Rialto. The City has used the means available to it to protect its mineral resources, acquire 123 acres of park land, and form joint use agreements with the School District for public use of two campus recreational resources. Although it is generally agreed that more needs to be done, the rising cost of land combined with the declining revenues available for urban parklands make careful planning essential to meeting Rialto's open space and recreation goals.

## **2.0 OPEN SPACE FOR THE PRODUCTION OF RESOURCES - AGRICULTURE**

Rialto has 92 acres, less than 1% of its area, zoned for agriculture. Thirty-one of these acres are in nonconforming residential or industrial use, 28 acres are vacant, and the remainder meet the 1 acre minimum lot size of the City's

agricultural zoning. None of these holdings are large sites, and agricultural production is not a significant factor in the City's economy, but agricultural zoning does offer a positive contribution to the City's inventory of open space.

**Issue:** As the City grows, and land becomes more valuable, there will be increasing economic pressure to split agricultural lots and convert agricultural lands to more intensive uses.

### **Goal**

#### **2.1 Preserve Agricultural Lands in Rialto**

### **Policies**

**2.1.1** Allow nonconforming uses in A-1 (Agricultural) zones to continue in their present form, but prohibit their expansion or conversion to other nonconforming uses.

**2.1.2** Enforce agricultural zoning ordinance requirements on future development occurring on currently underdeveloped or vacant lands zoned A-1.

**2.1.3** Seek Historic District designation for the remaining citrus ranch on South Cactus Avenue. (Please refer to the Historic and Cultural Resources Element.)

## **3.0 OPEN SPACE FOR GROUNDWATER RECHARGE**

A major facility for the retention of storm water and recharge of groundwater is located between Etiwanda and Highland Avenue, west of Cactus Avenue and east of Ayala Drive.

Cactus Basins, as the facility is called, can retain its primary storm water management purposes while also serving other open space objectives.

**Issue:** The aquifers underlying Rialto are extremely important as both storage and source for potable water to meet the increasing demands of a growing region. (Please refer to the Conservation Element.) Recharging the aquifers will not be impeded within the storm water retention basins, nor by grassy playing fields or landscaped areas surrounding the basins. A site plan which protects the aquifer recharging function of the Cactus Basin area while maximizing its opportunities for open space and recreation can serve both of the community's needs.

#### **Goal**

**3.1 Optimal use of the Cactus Basin area.**

#### **Policies**

- 3.1.1 Minimize impermeable surfaces in the design of support facilities for the soccer fields at Cactus Basins. (Please refer to the Conservation Element.)**
- 3.1.2 Landscape areas surrounding the Cactus Basin playing fields to provide opportunities for low intensity passive recreation, acceptable in the Rialto Municipal Airport's Safety Zones, as well as to improve the aesthetics of the vicinity. (Please refer to the Land Use Element.)**

## **4.0 OPEN SPACE FOR THE EXTRACTION OF MINERAL DEPOSITS**

The Northern Sector of Rialto, a large area of the City's northern sphere of influence and other areas to the south and east are occupied by State designated Mineral Resource Areas. (Please see Figure X-2 and refer to the Conservation and Land Use Elements.) These areas must be kept as undeveloped open space so long as the extraction of sand and gravel continues, or as long as that activity is feasible. Upon termination of mining activity, it is legally mandated that the mined area be reclaimed for other uses.

**Issue:** The reclamation and development of the very large Mineral Resource Areas within Rialto and its sphere of influence will have significant impacts on the City. Long range planning for the reclamation of these areas should include appropriate open space and recreation facilities to serve the needs of existing and future residents and workers.

#### **Goal**

- 4.1. Maximize the public's benefits in the reclamation of mineral extraction areas.**

#### **Policies**

- 4.1.1. Require sufficient acreage for neighborhood parks to serve the projected population of any residential development occurring within reclaimed mineral extraction areas.**
- 4.1.2. Link new open space and park sites in reclaimed mining areas with bicycle trails integrated into the City's recreational trails system.**

4.1.3. Require open space and parkland sites in the reclamation of Resource Area B-5, such sites to preserve the view shed of the Lytle Creek Wash in the Northern Sector of Rialto.

4.1.4. Create a scenic drive in reclaimed Resource Area B-5 offering views of the Lytle Creek Wash and the hills and mountains beyond.

4.1.5. Explore opportunities for a regional park with possible lakes and other amenities in reclaimed Mineral Resource Areas A-28 and A-29, adjacent to the Santa Ana River in the Southern Sector.

## 5.0 OPEN SPACE FROM RECLAMATION OF SANITARY LANDFILLS

There are three sanitary landfills located within the City of Rialto; the largest, Mid-County Landfill, is in the northwest area of the City, and two smaller landfills are at the eastern boundary of the Southern Sector, adjacent to the Santa Ana River Channel. (See Figure IV-1 in the Redevelopment Element.) Eventually, all of these landfills will be closed, and can be reclaimed for other purposes. Construction is not feasible on reclaimed landfill sites because, no matter how compacted, such sites continue to settle for an undetermined period. As has been demonstrated at the Los Angeles County Landfill site on Palos Verdes Peninsula and a number of other places, reclaimed landfills provide excellent opportunities for open space and recreational areas.

**Issue:** As convenient and accessible sanitary landfill sites become more and more difficult to locate, there is growing

pressure to expand current sites beyond their natural capacities, and beyond the bounds that can protect the health, safety and welfare of adjoining communities.

### Goal

5.1 Closure and reclamation of sanitary landfills located within Rialto.

### Policies

5.1.1 Work with the County of San Bernardino to define final limits to the Mid-County Landfill.

5.1.2 Work with the County of San Bernardino to plan reclamation of the Mid-County Landfill site with open space and recreation amenities appropriate to the site.

5.1.3 Provide closure and reclamation plans for the City and Yeager landfills, linking these reclaimed sites to the equestrian and recreation corridors of the Santa Ana River flood plain and to the open space portions of reclaimed mining sites in the area.

## 6.0 OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

In or near Rialto there are three kinds of "open space for public health and safety," defined as those "areas which require special management or regulation because of hazardous or special conditions". The three kinds of special management areas are: the Alquist-Priolo designated seismic areas, the Lytle Creek flood-plain and the Rialto Municipal Airport Safety Zones which extend beyond the boundaries of the Airport." (See Figure II-8.)



Although some kinds of improvement and construction are allowed in all of these areas, their use for human habitation or places of employment is severely constrained by law in order to protect the health and safety of the public. All of these areas, therefore, offer opportunities for open space and low intensity recreational uses.

**Issue:** Lytle Creek to the north of Rialto is roughly coterminous with the Alquist-Priolo fault line. Together, these two "special management" areas form a band over the Northern Sector, running southward for a short distance near the City's eastern boundary. Opportunities exist here for open space, parkland or outdoor recreational facilities provided on land acquired by lease, purchase, dedication or in lieu fees which, because of constraints on construction, may be available and within the City's means.

#### Goal

- 6.1 Optimal use of the flood plain, Alquist-Priolo Zone and Rialto Municipal Airport Safety Zone II.

#### Policies

- 6.1.1 Investigate opportunities for dedication, acquisition or leasing of lands in the Special Study Seismic area for appropriate use as City designated open space or low intensity use parkland or recreational area.
- 6.1.2 Investigate opportunities for dedication, acquisition or leasing of land in the Lytle Creek flood plain for appropriate use as City designated open space, parkland or recreational area.

**Issue:** The Rialto Municipal Airport's Safety Zones, like seismic areas and flood plains, require special management to protect public health and safety. But, as in Rialto's other special management areas, some activities are permitted within the safety constraints. In Safety Zone II, for instance, three of its four extensions cross areas zoned for Planned Industrial Development where building coverage and building populations will be severely limited by Airport safety requirements. Open space and low intensity recreation is a permitted use in these areas, in regards to both noise intensity (below 65 CNEL, the Community Noise Equivalent Level) and safety. Appropriate landscaping of these open spaces for passive recreation will not only add to the City's parkland inventory, improve the City's image, but will also help to reaffirm the Airport as an integral part of Rialto.

#### Goal

- 6.2 Optimal use of the Rialto Municipal Airport Safety Zone II.

#### Policies

- 6.2.1 Provide landscaped open space and passive recreation areas for residents and employees in those portions of Airport Safety Zone II which lie within PID zones.
- 6.2.2 Provide observation sites at safe locations within the Airport for school children and others interested in watching airport operations.

### **7.0 OPEN SPACE FOR OUTDOOR RECREATION**

Neighborhood parks, tot lots, miniparks, community parks and regional parks are usually thought of first when



considering recreation provided by local governments. These public park facilities are classified in the following hierarchy:

Pocket parks or mini-parks are very small parcels of land, sometimes a single minimum area building lot, that are landscaped and maintained for the pleasure of near-by residents. When these parks feature sand boxes, swings and other equipment for juveniles, they are often called "tot lots." The size and location of these facilities are usually determined solely by the availability of land within a residential area, rather than by other factors.

Neighborhood parks are intended to provide accessible recreational facilities to neighborhood residents and can serve as the neighborhood's central feature. A neighborhood park usually serves a population of between 2,500 and 5,000 living within one half mile of the site. A neighborhood recreation center may be offered in combination with public school facilities. Each neighborhood should be served by a neighborhood park and/or playground, with the design of the park's equipment and amenities determined by the needs of the neighborhood's residents. Neighborhood parks can range from five to twenty acres. Andreson Park fits the description of a neighborhood park.

Community parks, also called city parks, are recreational areas serving populations of 10,000 to 30,000 people, living within a mile and a half of the site. They are laid out in areas of twenty to more than forty acres. Typically, community parks offer a variety of active and

passive recreation. Rialto City Park is an example of a community park.

Regional parks are major recreational areas of sixty or more acres designed to serve populations living within an hour's drive of their location. Regional parks, as their name suggests, are provided by counties and are not, therefore, of immediate concern in the City's plan. Glen Helen is a near-by example of a regional park.

Measured over-all, a common standard for the provision of adequate parklands is expressed as acres of parkland for each 1,000 of a city's population. Rialto has adopted the standard of three acres of parkland for each one thousand residents. Rialto's population was 72,300 on January 1, 1990 (California Department of Finance) yielding a requirement for 217 acres of parks to serve the current population. As Table VII-1 shows, the amount of parkland available, excluding school sites, is 123 acres, 94 acres short of meeting adopted standards. With 123 acres of parkland, the City is providing only 1.7 acres of parkland per 1,000 persons.

As a partial mitigation of this short fall of parkland, the City has joint use agreements with the Rialto Unified School District allowing public use of two schools' open space and recreational facilities after school hours and school use of park facilities during school hours. The two campuses with joint use agreements are Milor Continuation High School and Dollahan Elementary School linked to Flores Park. This policy extends the recreational facilities available to both citizens and students in a least- cost manner, and should certainly be continued. In addition, other schools have, in the past, allowed public access to their grounds after school hours.

## EXISTING PARKS

DEVELOPED CITY PARK LAND	ACREAGE
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## UNDEVELOPED CITY PARK LAND

## SUMMARY OF PARK LANDS

TOTAL.....	123.0
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Unfortunately, some schools are now having to secure their campuses, locking access to their open space and play grounds, particularly on week-ends, because of the increasing instances of vandalism occurring on open campuses.

In general, it may be a mistake to rely too heavily on school campuses to supply City parklands; when schools become over-crowded the District must house excess numbers of students in temporary buildings, thereby diminishing the campuses' open spaces at the same time that the numbers of students needing to use those spaces is increased.

Existing parks and recreational facilities are shown in Figure VII-1 and listed in Table VII-1. Recreational facilities available in developed parklands are shown in Table VII-2.

The Department of Recreation, Parks and Social Services has identified a number of land parcels within the City which are currently undeveloped, and which may be possible future sites for expanding the City's park system. The locations and areas of these sites are shown in Table VII-3.

It should be noted that this inventory of possible park locations includes only vacant land now available within the City; it does not include locations in reclaimed mineral resource zones, spheres of influence, reclaimed sanitary landfills, or other open space areas discussed above.

The following goals and policies address meeting the standard of 3 acres of parks per one thousand residents set by the City. Some means available to finance acquisition, construction and maintenance of parks will be noted in the text.

**Issue:** There is an insufficient supply of land designated for public parks and recreational areas within Rialto. Those recreational resources which are provided by the City are not optimally balanced according to types of recreation provided, types and size of parks or ease of access to parklands from all sectors of the City.

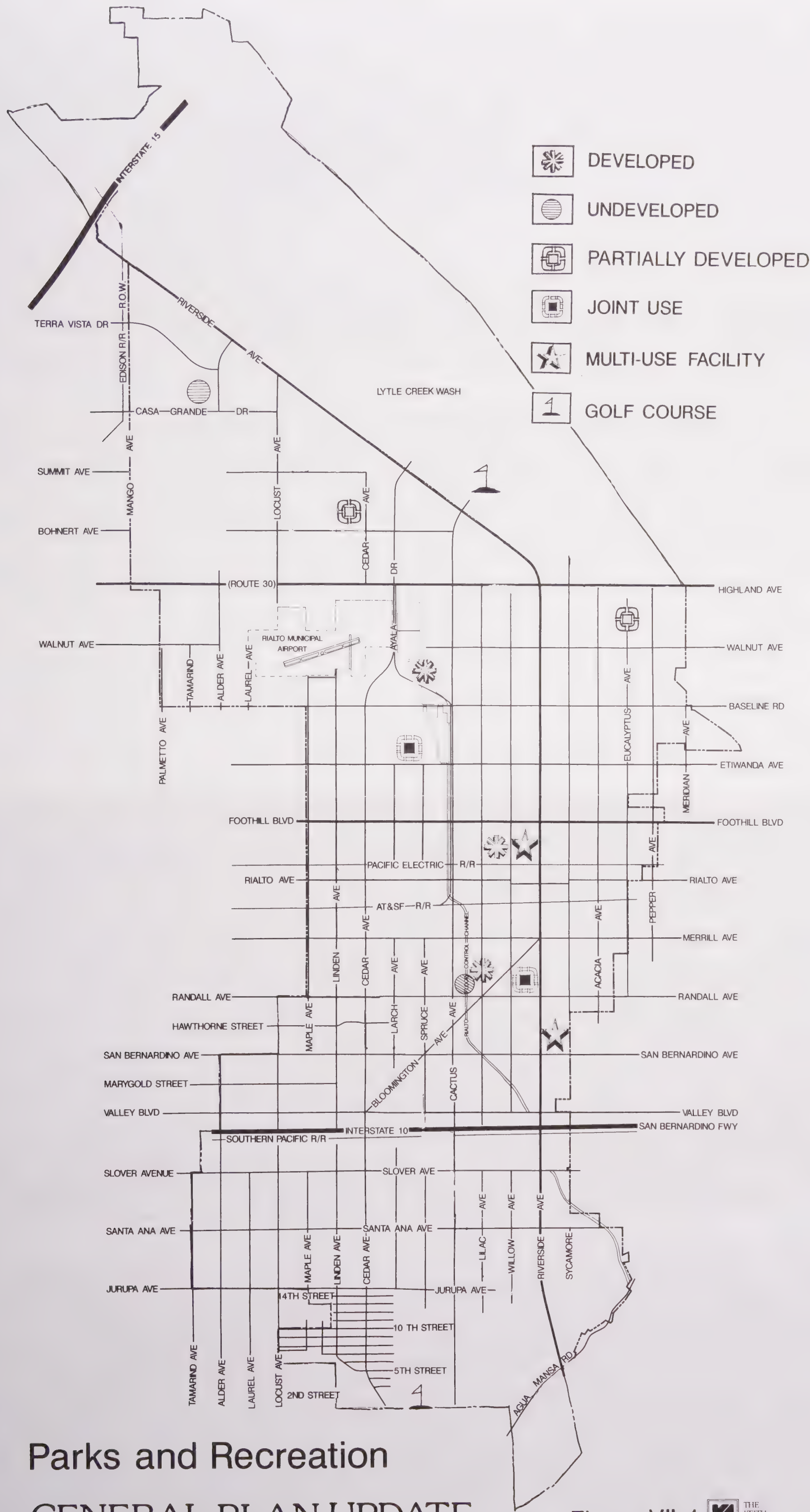
### **Goal**

- 7.1 Meet adopted City standards for the provision of park lands and open space.

### **Policies**

- 7.1.1 The City shall acquire additional land for parks and open space.
- 7.1.2 The City shall investigate all means by which additional parklands can be funded or otherwise acquired.
- 7.1.3 In allocating funding for new parklands, priority shall be given to those areas of the City with the least adequate provision of parklands, and those kinds of parks in shortest supply.
- 7.1.4 The City shall apply, by ordinance, the provisions of the Quimby Act to insure that adequate park and recreational facilities are available within or accessible to new residential developments.
- 7.1.5 In order to provide all existing Rialto neighborhoods with adequate accessible parkland, the City shall work with neighborhood associations to enable acquisition of vacant land, empty housing lots or abandoned properties for neighborhood park, pocket park or tot lot purposes.





# Parks and Recreation

## GENERAL PLAN UPDATE

### City of Rialto, California

Figure VII-1





**TABLE VII-2**  
**DEVELOPED PARK LAND/RECREATIONAL FACILITIES**

### CITY PARK LANDS

Margaret Todd Park (Palm Ave. & Second St. - 5 ac.) Recreation, Parks & Social Services Dept Office Rialto Community Center Facilities			2	X	X	X												2	X	X	X	
Frisbie Park (Acacia Ave. Easton St. - 20 ac.)	3	3	X		X													2	X	2		3
Rialto City Park (Riverside & San Bernardino Aves. - 20 ac.) Simonson Center Rialto Playhouse - 150 Seat Community Center Sports Center East Annex Building	2		X			X						X	X	X	X				X	2	X	2
							X	X	X	X	X											
Andreson Park (726 S. Lilac Ave. - 5 ac.)			X		X								X	X	X		X	X	X	X		
Lilac Park (Lilac Ave. & Second St. - 10 ac.)	2		X		X														X	2		2
Flores Park (1020 W. Etiwanda Ave. - 3.5 ac., additional 5 ac. joint use with Rialto Unified School District at the Dollahan Elementary School Site)			X		X										X				X	X		
Birdsall Park (2611 N. Linden Ave. - 7.5 ac.)	2		X		X										X			X	X	X		X

### OTHER RECREATIONAL FACILITIES

**Kristina Dana Henrickson Cultural Center (Old First Christian Church) (201 N. Riverside Ave.)**

**Rialto Historical Society Museum (Cultural Center and Museum owned by City-Leased by Rialto Historical Society) (205 N. Riverside Ave.)**





TABLE VII-3

## INVENTORY OF POSSIBLE PARK SITES

<u>LOCATION</u>	<u>ACREAGE</u>
1) Southwest corner of Spruce and Randall	4.0
2) Northwest corner of Cactus and San Bernardino	15.0
3) Spruce, south of Union Hall	5.0
4) Southwest corner of Lilac and Bloomington	5.0
5) Southeast corner of Bloomington and Cactus	5.0
6) Northeast corner of Cactus and San Bernardino	2.0
7) West of Cater Street on Acacia	4.0
8) North of the railroad tracks on Acacia	.5
9) Near Grove and Primrose	5.0
10) Near Victoria and Eucalyptus	3.0
11) Northwest corner of Pepper Avenue and Etiwanda	9.0
12) Pepper Avenue, east of Madrona and west of Myers Elementary School	10.0
13) Southeast corner of Etiwanda and Acacia, south of the church	2.0
14) Etiwanda just south of Primrose	2.0
15) Northeast corner of Baseline and Acacia	2.5
16) Southwest corner of Sycamore and Easton	1.0
17) Easton just west of Sycamore by the church	4.0
18) Northeast corner of Willow and Walnut	4.0
19) Southwest corner of Lilac and Walnut	1.5
20) North of Birdsall park	2.5
21) Maple, south of Candlewood	3.0
22) West Coast, west of Locust	4.0
23) Linden and Cedar, north of Norwood	4.0
24) Southeast corner of Cactus and Baseline	5-20
25) Near Second and Spruce	4.0
26) Near Cedar and Rialto Avenues	15.0
27) Southwest corner of Cedar and Merrill	3.0
28) Near Merril and Lilac	10.0
29) Near Highland and Cactus	20.0
30) Etiwanda between Willow and Riverside	2.0
31) Grove between Larch and Brierwood	1.0
32) Southwest corner of Spruce and Grove	1.0
33) Northeast corner of Maple and Banyon	10.0
34) Spruce and Mallory	3.0
35) Acacia and James, south of James on east side	4.0

Funding shall be provided in part by special benefit assessment districts. Planning and design for the new parks shall be provided by the City, after consultation with residents. Park maintenance may be supported by residents, under special arrangements with the City.

- 7.1.6 Large industrial developments and industrial parks shall be encouraged to provide open space/recreational areas to accommodate workers and to prevent overuse of neighborhood parks.
- 7.1.7 Improve all City owned land on park sites, extending landscaping to provide passive recreation, picnic tables and seating areas adjacent to the active recreation areas of the park sites.
- 7.1.8 Water reservoirs and other publicly owned facilities located in or visible from adjoining residential areas shall have landscaped and maintained open areas peripheral to the facility in order to enhance the visual open space amenities of the area.
- 7.1.9 The City Planning Department shall review the location of all lands to be acquired for playing fields and other active recreational facilities to insure that congestion, night lighting and noise do not affect existing or planned residential areas.

## 8.0 COMMERCIAL RECREATION

The City of Rialto has not attracted a wide range of recreational facilities conducted as private enterprises. Movie theatres, skating rinks, family fun

centers, ball rooms, social halls and a variety of other sports, social and entertainment centers can add greatly to the recreational opportunities available to Rialto residents and out-of-town clients. As an additional benefit, successful commercial recreation can add appreciably to the sales and service revenues available to the City.

**Issue:** Although there are obvious benefits to locating commercial recreation facilities within the City, there are also some troublesome aspects to this kind of development. Undesirable activities can be attracted to the City, offending its citizens; improperly regulated centers attracting the assembly of young people can cause stress and hazard; and inadequate provision of site and locational requirements can cause traffic congestion, parking spill overs, noise, intrusive lighting and other nuisances affecting adjacent areas.

### Goal

- 8.1 Attract desirable commercial recreation enterprises to Rialto.

### Policies

- 8.1.1 Amend the Rialto Zoning Ordinance to include a Commercial Recreation Zoning category.
- 8.1.2 Locate Commercial Recreation Zones with maximum access to freeways or major arterials in order to encourage both local and regional patronage.
- 8.1.3 Protect residential and other sensitive areas from any external impacts of commercial recreation by separation of incompatible land uses, and buffering or screening, as necessary.



**8.1.4** Provide specific and rigorous criteria for permitted uses, capacities, activities, landscaping and maintenance standards for commercial recreation enterprises seeking location in the Commercial Recreation Zones.

**8.1.5** Require review and approval of the City's Development Review Committee for any commercial recreation enterprise seeking location within Rialto.

## **9.0 RECREATIONAL TRAILS**

The City of Rialto has already begun construction of a planned bicycle trail which is intended to serve both circulation and recreational purposes. (Please refer to Circulation Element.) Eventually this trail can be an important factor in improving the mobility of all City residents and increasing the accessibility of all the City's cultural, social, commercial, recreational and employment opportunities.

**Issue:** Because bicycle, equestrian and pedestrian ways have traditionally held a low public priority in comparison to streets and railways, it is more difficult to fund, locate, maintain and police such facilities.

### **Goal**

**9.1** Completion, maintenance and successful operation of a safe, attractive and effective network of recreational/circulation trails within the City.

### **Policies**

**9.1.1** Review, assess and complete plans for Class I and Class II bicycle trails in Rialto. (Please refer to Circulation Element.)

**9.1.2** Monitor all possible funding sources for bicycle, equestrian and pedestrian trails available from public and private agencies supportive of open space, circulation and recreation.

**9.1.3** Consider recreational goals as well as transportation needs in planning and constructing the bicycle trails.

**9.1.4** Coordinate recreational trail plans with neighboring cities and with San Bernardino County to insure linkage of local trails across city boundaries, and linkage with regional trail systems.

**9.1.5** Provide walkways parallel to bicycle paths in scenic areas such as the Lytle Creek Wash, or in pleasant, landscaped stretches of Class I bicycle trails.

**9.1.6** Delay recreational use of utility corridors unless and until current uncertainties about health hazards in these corridors are resolved.

**9.1.7** Encourage the inclusion of internal walkways or greenways in residential subdivisions and PRD zones.

## 10.0 SOCIAL SERVICES

Social services are an important component of the responsibilities of the Rialto Recreation, Parks and Social Services Department. Childrens' day care, senior citizen activities, instructional programs, excursions, sports competitions and special events are some of the activities scheduled, managed and operated by the Department's personnel.

**Issue:** The City now supports a wide range of social services for its citizens and, as development continues, the services needed will continue to expand in both quantity and diversity. Although user fees help to off-set some of the costs of services, City subsidies are, and will continue to be, necessary to maintain the quality of existing service levels.

### Goal

- 10.1 Maintain and enhance the social services provided to the citizens of Rialto.

### Policies

- 10.1.1 Monitor the use of existing park facilities, programs and social services and change, improve or eliminate facilities, programs and services according to their use so that maximum public benefit is realized from public funding.
- 10.1.2 Periodically review and adjust user fees charged for facilities, programs and services in order to maximize public use while minimizing public subsidies.
- 10.1.3 Provide user fee subsidy funding support for all residents who would otherwise be unable to

afford Rialto park facilities, programs or social services. Priority for funding support shall be established according to need, with special consideration given to the handicapped, children and the elderly.

- 10.1.4 Monitor State, Federal and County health, recreation and social service agencies for opportunities for funding support.

**Issue:** Social services can be a powerful tool for building a sense of community, enhancing the City's identity as a family town and, in turn, creating support for the social services which achieve these benefits. It is important to foster a sense of innovation, experimentation and sensitivity to the needs of residents in order to provide services which continue to offer a significant benefit to Rialto's quality of life.

### Policies

- 10.1.5. Working with the Rialto Unified School District, establish a bi-lingual tutoring/mentoring program for non-English speaking school children, to be conducted by volunteers at the after-school day care facilities under the supervision of day care personnel.
- 10.1.6. Sponsor a citizen volunteer graffiti clean-up program modelled on the successful effort conducted by the City of Anaheim.
- 10.1.7. Sponsor ethnic group oriented park festivals and fairs in order to encourage understanding of other cultures and bridge cultural boundaries.

## CHAPTER VIII

# COMMUNITY DESIGN

### 1.0 INTRODUCTION

State planning law does not require a Community Design Element within a General Plan, it is considered an optional element. Once adopted, an optional element has the same force and effects and is as legally binding as any mandatory element, as stipulated in Government Code Section 65303.

In the Community Attitude Survey conducted in March 1990, the visual appearance of Rialto received mixed reviews from the community. While 44% described the community as somewhat attractive, a majority describe it as somewhat unattractive (41%) or very unattractive (11%). Frequently mentioned attractive features included residential areas, particularly the newer residential areas, and the Central Business District Redevelopment Project Area. Other attractive features mentioned included: aesthetics, small town/serene atmosphere, parks, as well as new centers and/or buildings.

The feature cited most often as the least attractive aspect of Rialto was a perceived lack of "cleanliness." Other features identified as being unattractive included: apartment complexes, streets, businesses/stores, and the south entrance to the City. Specific areas which were identified as being unattractive included Foothill Boulevard, the south or lower district of Rialto, the Central Business District Redevelopment Project Area and Riverside Avenue. In addition, 83.4% of the respondents indicated that they would like to see more streets with landscaped medians and parkways; and 91.9% indicated that the City should adopt policies to encourage the planting

of more trees along the Rialto's streets, parks and on private grounds.

Other concerns voiced by the survey respondents included the need for careful review of proposed developments (63.3%), preservation of scenery and views (61.1%), and business sign control (38.7%).

One final design question in the survey - historic preservation - had strong support among Rialto residents, with 49% believing that it is very important and another 36% viewing it as somewhat important.

With this understanding of the community design issues as expressed by the citizens of Rialto as well as the community's leaders, the Community Design Element has been written. Special needs which are focused upon in this element include: 1) the protection and enhancement of the City's existing aesthetic attributes, 2) the promotion of community design, through the use of architectural standards, landscape and streetscape, amenities, and a variety of other design techniques, as well as involvement by the community's citizens, 3) the preservation of the community's rural atmosphere, 4) the harmonious incorporation of new development into existing public and private development, and 5) the preservation and enhancement of the historical character of the community.

#### Relationship to Other Elements

The intent of community design is to define the various requirements relating to the visual image of the community. This Element, thereby, relates directly to the Land Use, Housing, Redevelopment, Circulation, Open Space and Recreation, and the Historic and Cultural Resources Elements.



The Community Design Element is most strongly tied to the Land Use Element in that specific design criteria are set forth, including: guidelines related to the physical characteristics of each land use; and secondly, guidelines for various design relationships between different types of land uses. While the Land Use Element establishes the general type, location and amount of each land use, the Community Design Element determines the more detailed physical or visual characteristics of each use.

This Element strives to tie in the circulation and open space networks as unifying features throughout the community. And finally, the Community Design Element also establishes criteria for maintaining the historic and rural integrity of the City.

**Goal**

- 1.1 Protect and enhance the City's existing positive attributes.

**Policies**

- 1.1.1 The City shall establish development standards and provide for a hierarchy of compatible land uses which are designed to reduce and/or prevent potential conflicts between land uses.
- 1.1.2 The City shall continue to support an active code enforcement program.
- 1.1.3 The City shall protect, to the extent feasible, the natural character of the areas bordering, or in close proximity to, the National Forest to the north and northwest of the City, and the views of those areas seen from the northern portions of the City.
- 1.1.4 The City shall protect, to the extent feasible, the natural

character of the areas bordering, or in close proximity to, the Santa Ana River.

**Goal**

- 1.2 Protect Rialto's rural, small town character.

**Policies**

- 1.2.1 All new development and renovations, adjacent to older residential neighborhoods, shall respect the scale, massing, and landscape of older residential neighborhoods. This includes: development of landscape plans which complement neighboring lots, buffer adjoining land uses, and soften variations in size, setbacks, or architectural character of buildings on nearby parcels; the relationship between size and bulk of building parts; placement of windows and doors, setbacks, colors, materials and detailing compatible with the existing neighborhood; and adopt demolition and infill ordinances, applying demolition and infill standards in all future Specific Plans within developed areas.
- 1.2.2 The City shall use the environmental review and referral processes to ensure that the environmental and aesthetic qualities of projects in adjacent incorporated and unincorporated areas meet the same standards expected of Rialto projects.
- 1.2.3 In that the mixed use character of neighborhoods may be a positive influence (promoting neighborhood self sufficiency), as well as a negative influence (spot zoning and incursion of incompatible land uses), the City will discourage such spot zoning

and incompatible land uses within its neighborhoods. At the same time, the City will encourage a variety of compatible land uses within walking distance of residential neighborhoods. This may be accomplished by encouraging master planned, mixed use projects which incorporate the basic range of uses, facilities, and services necessary for neighborhoods to sustain themselves. The City shall consider such projects only when accompanied by a design program demonstrating that an innovative urban village concept can be created which meets the objectives of this Element.

#### Goal

- 1.3 Improve the quality of planned development in the City of Rialto.

#### Policies

- 1.3.1 Continue to require the provision of landscape buffers, walls, additional setbacks and use landscaped parking lots as buffers between commercial and/or industrial uses with residential land uses.
- 1.3.2 Stagger the layout of units and/or buildings to maximize visual interest and individual identity.
- 1.3.5 Within industrial and commercial developments, discourage rectangular building footprints along street frontages, and encourage the arrangement of structures on the site to allow for adequate visibility of the site, to promote visual interest as well as for security measures.
- 1.3.6 Encourage and provide for

adequate pedestrian and/or bicycle linkages in, and between, commercial areas.

#### Goal

- 1.4 Improve the architectural quality of development within Rialto to achieve harmony without monotony in the built environment.

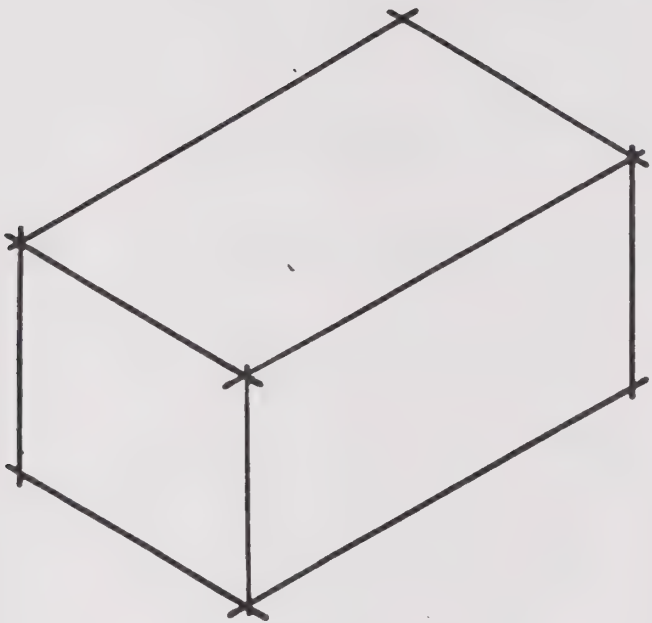
#### Policies

- 1.4.1 Although common themes for neighborhoods are to be encouraged, incentives for residential, commercial and industrial developers to vary design, setbacks, driveways, rooflines, materials, colors, landscape treatments, etc. should be developed to ensure variation of individual units within large development projects.
- 1.4.2 In commercial and industrial areas, the City shall encourage projects which employ new and innovative treatments, massing, and finishes within the confines of this Element.
- 1.4.3 The City shall develop Citywide design guidelines which address architectural issues such as building design, scale and form, similar to that which is illustrated on Figure VIII-1. These guidelines should illustrate the design concepts discussed below:
- o Emphasize the horizontal plane with multi-story structures;
  - o Discourage the design of boxy structures and encourage variation in wall and roof lines;
  - o Vary building and parking setbacks along the streetscape to create visual interest;

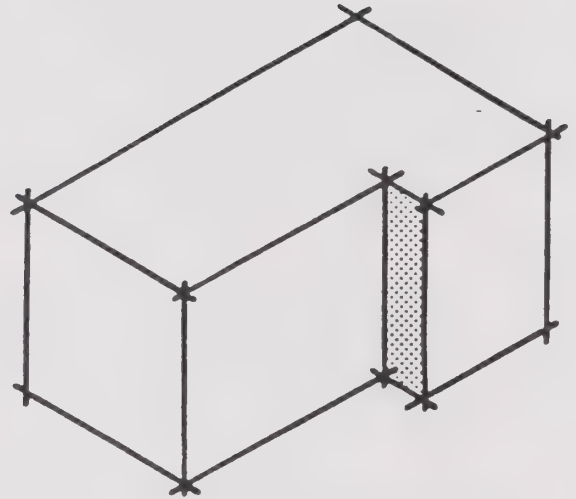




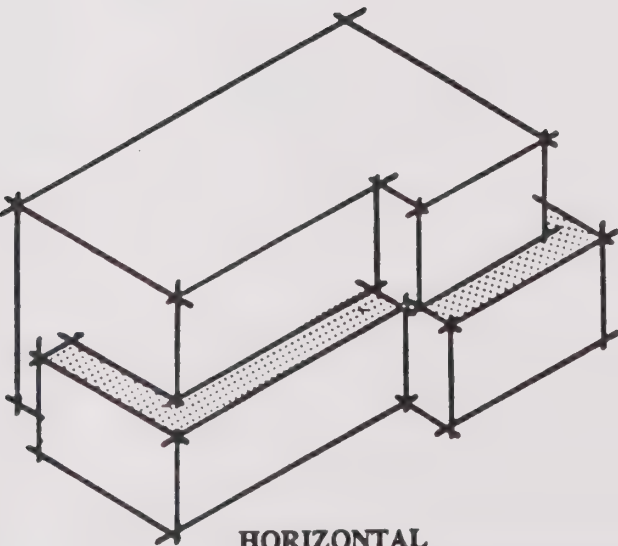
# BUILDING ARTICULATION



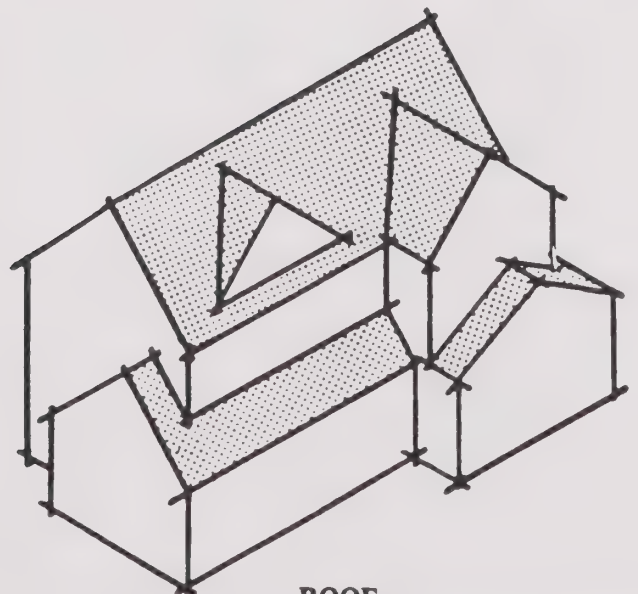
**TWO STORY MASS**  
**BASIC TWO STORY BUILDING MASS**



**VERTICAL**  
**TWO STORY ARTICULATION**



**HORIZONTAL**  
**GROUND FLOOR ARTICULATION**



**ROOF**  
**MULTIPLANED ROOF**

## GENERAL PLAN UPDATE

### City of Rialto, California

Figure VIII-1





- o Discourage scale extremes on adjacent structures (i.e., multi-story buildings immediately adjacent to single-family residences);
- o Increase setback distance relative to height on multi-story structures;
- o Relate landscape design to scale of structure and type of land use;
- o Relate architectural scale to that of proposed structure use;
- o Encourage an architectural identity for individual commercial clusters along commercial corridors, while also encouraging a variety of architectural features to create visual interest and pedestrian scale;
- o Discourage architectural monotony;
- o Encourage the use of "shadow play", through the use of deeply recessed or projecting features, including pop-out window masses, built-up relief details, cornices, trim, recessed windows and entrances;
- o Encourage the variation in roofline and parapet treatments to create visual interest;
- o Promote fully defined architecture on all facades facing freeway rights-of-way, public streets and alleys, including windows, doors, architectural details and emphasis on landscape treatment;
- o Encourage strong geometry, varied and staggered to increase visual interest;

- o Require all rooftop equipment be concealed from public view; and
- o Prohibit paste-on mansards or other treatments relieving unadorned rooflines.

1.4.4 The following neighborhoods shall be addressed separately by specific policies and/or documents as identified below:

- o Central Business District Redevelopment Project Area (Central Business District Redevelopment Project Specific Plan)
- o Agua Mansa Industrial Corridor Area (Agua Mansa Industrial Corridor Specific Plan)
- o Gateway Area (Gateway Specific Plan)
- o Northwest Area (Northwest Specific Plan)
- o Sycamore Flats (Sycamore Flats Specific Plan)
- o Lytle Creek Area (Lytle Creek Specific Plan)
- o Foothill Boulevard (Foothill Boulevard Specific Plan)

In these areas, design shall conform to the separate design standards found in their respective Specific Plan documents. The City shall encourage the timely completion of design components within these areas.

1.4.5 The City of Rialto shall use its redevelopment authority in all redevelopment project areas to ensure that design standards are achieved in these areas.



**Goal**

- 1.5 Encourage neighborhood preservation, stabilization and property maintenance within Rialto.

**Policies**

- 1.5.1 The City shall encourage the use of property owner associations to: cooperatively maintain neighborhood recreational amenities and private entrances; facilitate neighborhood block parties and other neighborhood meetings; as well as provide a small green space area or neighborhood park.

- 1.5.2 Foster neighborhood participation in community concerns, the "Color Rialto Green" Program, as well as similar citywide issues. To this end the City shall:

- o Distribute a bimonthly community newsletter which regularly features a list of community activities and events, outstanding residents and neighborhoods as well as organizations, and describes Council actions and policies;
- o Encourage the full-time cable television channel to continue offering local programming covering community meetings, local athletic events, and continuing education courses;
- o Support a neighborhood advisory council made up of neighborhood representatives to meet annually with the City's elected officials and appointed officials to share information, concerns and aspirations;
- o Support a variety of community festivals and celebrations; and

- o Provide a welcoming and orientation packet of information to all new residents.

- 1.5.3 The City shall encourage participation by local lenders in the Community Reinvestment Act.

- 1.5.4 The City shall encourage property maintenance by requiring new development to submit precise plans of design to maintain landscape areas; expand the City's current standard list of conditions to include exterior building maintenance as a condition of precise plan of design approval or conditional development permit; and the City shall incorporate property maintenance standards into the City's property maintenance ordinance.

- 1.5.5 The City shall continue the graffiti suppression and removal program, and encourage neighborhoods to take an active role in the program as well.

- 1.5.6 The City shall evaluate the possibility of a Neighborhood Housing Services (NHS) program utilizing local organizations to provide housing repair assistance.

- 1.5.7 The City shall work toward implementation of the Redevelopment and Housing Elements, Chapters IV and VI respectively.

**2.0 RESIDENTIAL LAND USES**

As identified and discussed in further detail in the Land Use and Housing Elements, Chapters II and VI respectively, there are approximately 5,850 acres of land designated for

residential uses currently within the City of Rialto, of this there are approximately 4,879 acres, or 83% of the total residential acreage, which have been developed, with 971 acres, or 17%, yet to be developed.

Most residential development within the City will occur in the Northwest Specific Plan Area. Other opportunities for the development of residential uses exist in the City's sphere areas, both to the north and to the south. It is anticipated that annexation of the Country Club area in the City's northerly sphere will add an additional 1,775 residential units to the existing 23,000 units within the City itself.

Rialto's Zoning Ordinance provides for twelve residential zones as enumerated in the Land Use and Housing Elements, Chapters II and VI, respectively. These zones permit a wide range of housing types to be developed within the community including single family dwellings, apartments, condominiums, cluster developments, townhomes, mobile home parks and boarding/group home facilities. Of these, the Planned Residential Development Attached and Detached Zoning Districts encourage the utilization of innovative site design techniques to provide a greater range of amenities than can be accomplished with a standard subdivision design.

As described in Chapter VI, Housing, Rialto does not have a serious problem of substandard housing since 90% of all houses within the City are less than 25 years old. Few residential demolition permits have been issued during the last five years. The most recent survey of housing conditions, conducted in February, 1984, indicated that there were 86 single family units with serious structural problems. The majority of older substandard units are concentrated in the Central Business District Redevelopment Project Area bounded by Foothill Boulevard to the north,

Eucalyptus Street to the east, Merrill Avenue to the south and Cedar Avenue to the west.

Normally required site improvements for development are stipulated in the subdivision ordinance and consist of: curb and gutter, paving to join existing improvements, street lights, street trees, fire hydrants, and necessary drainage channels.

### Goal

- 2.1 Promote well planned design of residential land uses within the City.

### Policies

- 2.1.1 The City shall encourage creative site planning through the Planned Residential Development Attached and Detached Zoning Districts, making use of patio homes, zero lot line units, planned unit "cluster" development, attached townhouse products and auto courts.
- 2.1.2 Within multi-family developments, encourage the clustering of residential units which provide semi-private common areas, maximize views, and provide passive open space and recreation uses.
- 2.1.3 Meandering greenbelts shall be incorporated into subdivision design along trails, collector streets, secondary streets and major highways, protected environmental areas, or other features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.



2.1.4 No houses should face secondary and/or major highways as defined in the Circulation Element.

2.1.5 The City shall encourage parkways to be placed on the outside of the public sidewalk immediately adjoining the curb, to shade pedestrians and provide a canopy of trees to be either uniformly spaced or informally grouped, but in no event shall trees be less than 25 feet average distance apart.

2.1.6 Where a subdivision fronts on a secondary or major highway, the subdivision shall be buffered and turned inward so that residences are not exposed to the traffic, noise, and visual intrusions of the automobile. Instead, the subdivision shall be surrounded by decorative walls, varied in plane and texture to avoid monotony. Both the setback area in front of the wall, the wall itself, and the parkways shall receive landscape treatment, including turf, trees, flowers, shrubs, and vines.

2.1.7 All new residential development shall be required to install six (6) foot block walls along the rear and street side of the property line.

2.1.8 A minimum of 50% of the required front yard in all residential areas shall be landscaped (i.e., grasses, shrubs, trees and other plant materials).

### 3.0 COMMERCIAL/ INDUSTRIAL DEVELOPMENT

The commercial and industrial land use base within the City of Rialto consists of approximately 5,214 acres, excluding

streets and roads. Of this approximately 306 acres are developed for commercial uses and 2,023 acres are used for manufacturing and industrial activities, while approximately 2,885 acres are vacant and 234 acres of commercial and industrial land are occupied by residences.

There are three commercial land use designations in the General Plan, to be implemented by six Zoning districts as enumerated in the City's Zoning Ordinance. There is also a Commercial Recreation designation proposed to be included in the Land Use Element. In addition, the Northwest, Central Business District Redevelopment Project, and Gateway Specific Plans each contain a range of commercial zones.

There are also three industrial land use designations in the General Plan, to be implemented by four Zoning districts. The Gateway and Agua Mansa Industrial Corridor Specific Plans also include industrial uses.

Some of the key issues and opportunities which relate to the design of commercial and industrial development include:

- o Over 80% of the total vacant commercial and industrial acreage is in parcels greater than five acres, providing greater opportunities for planned industrial developments. Lot consolidation would further increase these opportunities.
- o The abundance of vacant industrial land in south Rialto, allows for major industrial users in the Agua Mansa industrial corridor.
- o Large vacant parcels can also accommodate distributive uses or large scale manufacturing uses.
- o The shortage of commercial land in the Central Business District Redevelopment Project Area suggests that key land use issues for



this area will focus on renovation and redevelopment.

### Goal

- 3.1 Promote commercial and/or industrial development which is well designed, people-oriented, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.

### Policies

- 3.1.1 All commercial and industrial projects shall follow a site plan in which buildings are juxtaposed at differing angles, rather than arrayed along rectangular axes.
- 3.1.2 Building facades shall incorporate varied planes and textures; natural rather than manufactured finishes; variety in window and door treatments.
- 3.1.3 Architecture shall be encouraged which disaggregates massive buildings into smaller parts with greater human scale.
- 3.1.4 Mature landscape plantings shall be incorporated into commercial and industrial projects to define and emphasize entrances, inclusive of those areas along the front of a building facing a parking lot.
- 3.1.5 All major commercial developments shall incorporate theme elements intended to distinguish them from other development, foster individuality, and promote gathering opportunities. These elements to include: outdoor cafes, gateways, kiosks, flag courts, trellises and arbors, bell towers, theme towers, galleries, patios and plazas, water elements, booths, amphitheaters, outdoor markets, colonnades and arcades, and clerestories.
- 3.1.6 All commercial projects shall incorporate direct walkways which cross the parking lots, connecting the buildings with the streets and bus shelters.
- 3.1.7 Parking lots at the rear of a commercial development shall not be isolated from the fronts of buildings. Commercial developments shall provide either mid-building pedestrian access or fully treated rear entrances. Delivery areas shall be separated from pedestrian areas.
- 3.1.8 Rather than relating only the parking lots, commercial projects should also include internal corridors or passages which are not jeopardized by automobile noise and congestion. These should be designed with the type of visual and social elements which can draw the pedestrian from building to building, patio to courtyard.
- 3.1.9 Where pedestrian crossings are developed, curbs shall be pinched to shorten the crossing distance required, wherever feasible. Additional pedestrian protections, including bollards and defensible space landscape treatment shall be required.
- 3.1.10 Pedestrian walkways, including, but not necessarily limited to, those directly under building canopies, shall be enhanced by one or more of the following techniques: interlocking or textured paving, turf block walls, theme plantings, trees projecting

through canopies, bollards and kiosks, pavilions or gazebos, trellises and arbors planted with flowering vines.

- 3.1.11 Bus shelters shall be incorporated in all new commercial and industrial projects, and in all residential, institutional or other developments fronting major highways as defined in Chapter V, Circulation. Bus shelters may also be required in rehabilitation projects affecting existing commercial and industrial projects.

- 3.1.12 The City will incorporate the construction of bus shelters for existing projects into its capital improvement program.

- 3.1.13 Outdoor storage areas shall be fully screened from the public view with a combination of block walls and landscaping.

#### Goal

- 3.2 The City shall continue its efforts to revitalize the downtown area.

#### Policies

- 3.2.1 The City shall continue its efforts to revitalize this important area within the City through enhancing it's merchant promotions, merchandising, beautification programs and marketing in conjunction with the goals and policies set forth in the Economic Development and Redevelopment Elements of the General Plan.
- 3.2.2 The City shall continue its efforts in the redevelopment of the Central Business District

Redevelopment Project Area through improvements to existing buildings, the landscape and streetscape, including use of street furniture, textured paving, special lighting treatment, and like features.

- 3.2.3 Using its redevelopment authority, the City shall encourage a mix of retail shops and service centers which better meet the needs of residents living or shopping in the Central Business District Redevelopment Project Area.

#### Goal

- 3.3 Minimize the visual impact of vehicles on the landscape and community design of parking lots.

#### Policies

- 3.3.1 The City shall require commercial developments to minimize the visual impacts associated with parking lots through:
- o Depression of parking lot grade, wherever feasible, to reduce the visual impact of automobiles when seen from the street;
  - o Development of screen walls and landscaped buffers at sufficient height to conceal car grillwork and nuisance headlights into the street;
  - o Parking lot design which breaks up parking areas with landscaped belts, thereby reducing the massive and unbroken appearance of paved surfaces; or
  - o Continuous connection of planters rather than isolated tree wells and planters separated by wide expanses of paving.

3.3.2 City standards shall require 10% of the off-street parking area to be landscaped and the planting of a minimum of one tree for every five parking stalls, whether the parking aisles are single or double loaded; however, this standard may be increased through project conditions of approval to address size, canopy, or other characteristics which make parking lots more inviting.

3.3.3 The City shall require one landscaped finger with two parking lot trees at each finger for every ten lineal spaces on the perimeter of a parking lot.

3.3.4 Parking lot design shall incorporate trees planted to provide substantial shade. Parking lot trees shall have a minimum box size of a 24" box and canopy to provide substantial coverage of paved areas. The periphery of parking lots shall be densely planted with trees and shrub hedges; more importantly, special consideration shall be given wherever:

- o the periphery represents a change from one type of land use to another;
- o the property in question faces or backs to a freeway;
- o adjoining properties are of a different architectural style, character, or massing;
- o landscape treatments are necessary to ensure the privacy of residents.

3.3.5 The City shall require a five foot wide minimum clear planting space for all planting areas. Narrower planters are difficult to

properly maintain or irrigate and often die, are trampled, or covered by the front bumpers of cars.

3.3.6 The City shall encourage the inclusion of pedestrian amenities including walkways, bus benches, and other features; textured paving along pedestrian walkways and under building canopies.

#### Goal

3.4 Special design consideration shall be given to such uses as service stations, car washes, convenience markets, and fast food drive through businesses.

#### Policies

3.4.1 Revolve the service station or fast food drive thru elements so that the bays and drive through aisles face inward (away from the street), with landscape treatments surrounding the unit along its street frontage.

3.4.2 Provide installation of trees and landscape treatment not only along the periphery but also adjoining the canopies, drive through aisles and queuing (waiting) areas.

3.4.3 Include full architectural treatment on all sides.

3.4.4 Provide pedestrian amenities such as waiting and refreshment areas shaded from the sun, and protected from the wind.

#### 4.0 HISTORIC PRESERVATION

As discussed in the introduction to this section, the issue of historic preservation had strong support among Rialto



residents, with 49% believing that it is very important and another 36% viewing it as somewhat important. Chapter IX, Historic and Cultural Resources, specifically addresses the issue of the preservation of historic and prehistoric resources within the City. This section relates historic preservation to the issue of community design and recognizes the important value that historic resources play in the character and image of the City of Rialto.

#### Goal

- 4.1 Promote historic preservation efforts within the City of Rialto.

#### Policies

- 4.1.1 The City shall incorporate historically and architecturally significant buildings into new projects, whenever feasible. Developers will be encouraged to: renovate or restore historically significant structures; protect and enhance design features associated with historic Rialto, including street trees, gardens, and river rock walls; and develop new structures and renovate existing buildings within historic districts which use only those materials, architectural details and design techniques compatible with the City's architectural heritage.
- 4.1.2 The City shall protect trees which are associated with a historic event or place; which are associated with historical figures; or which are so large, so unusual or so rare as to be considered significant by the City Council.

- 4.1.3 The City of Rialto shall encourage development which takes advantage of existing landmarks, specifically:

- o No development shall be permitted which blocks access to or views of significant architectural and historical landmarks as identified under Chapter IX, Cultural and Historic Resources.
- o Wherever possible, the City shall encourage the adaptive reuse of existing structures so as to preserve the harmony and integrity of historic neighborhoods, including: renovation of building facades to, as closely as possible, reflect their original historic character; and/or protect rather than demolish historic or culturally significant properties by finding new uses which may be housed in them.

## 5.0 LANDSCAPE TREATMENT

Landscape treatment will play an important role in the establishment of the overall character and community image of Rialto. Therefore, the landscape goals and policies contained herein are most important in the overall community design of the City. Thoughtful landscape treatments will provide visual continuity and embellish the environment.

The primary objectives of the landscape component within this Chapter are to: 1) reinforce the community's identity, 2) enhance the visual quality of the project area, 3) provide a pleasant environment for living areas, recreational facilities, driving, walking, and other community activities, 4) screen service yards and parking, and 5) provide buffering.

**Goal**

- 5.1 Promote the "greening" of Rialto.

**Policies**

- 5.1.1 The City shall continue to promote the "Color Rialto Green" Program, currently in place.
- 5.1.2 The City shall require landscape treatment wherever:
- o Buildings are arrayed at different setbacks from the street. The landscape treatment should conceal the side walls which are exposed because of the building's narrower front setback. The landscape treatment should also be designed to provide continuity in streetscape from one lot to the next, even where the buildings are in different zones or land use classifications.
  - o Conflicting land use categories adjoin. A dense landscape screen of trees, shrubs, and ground cover shall be provided.
- 5.1.3 The City shall insist that all new development incorporate street tree plantings dense enough to shade and beautify residential and commercial areas.
- 5.1.4 The City shall require the protection, preservation and enhancement of native species wherever they are found. To this end, the City shall adopt a tree preservation ordinance specifying the terms, provisions, and conditions under which significant trees shall be preserved and/or removed.

- 5.1.5 Landscape materials shall be installed prior to completion of the first building phase for the entire project, including vacant land for the following projects: new specific plan areas, future development carried out under existing specific plans, and new commercial and industrial projects, regardless of the size of individual parcels within the development plan.

- 5.1.6 All landscaped areas within a Landscape Maintenance District shall comply with the City's Guidelines and Specifications for such Districts.

**Goal**

- 5.2 The City shall develop a uniform streetscape program which emphasizes major and minor portals into the City.

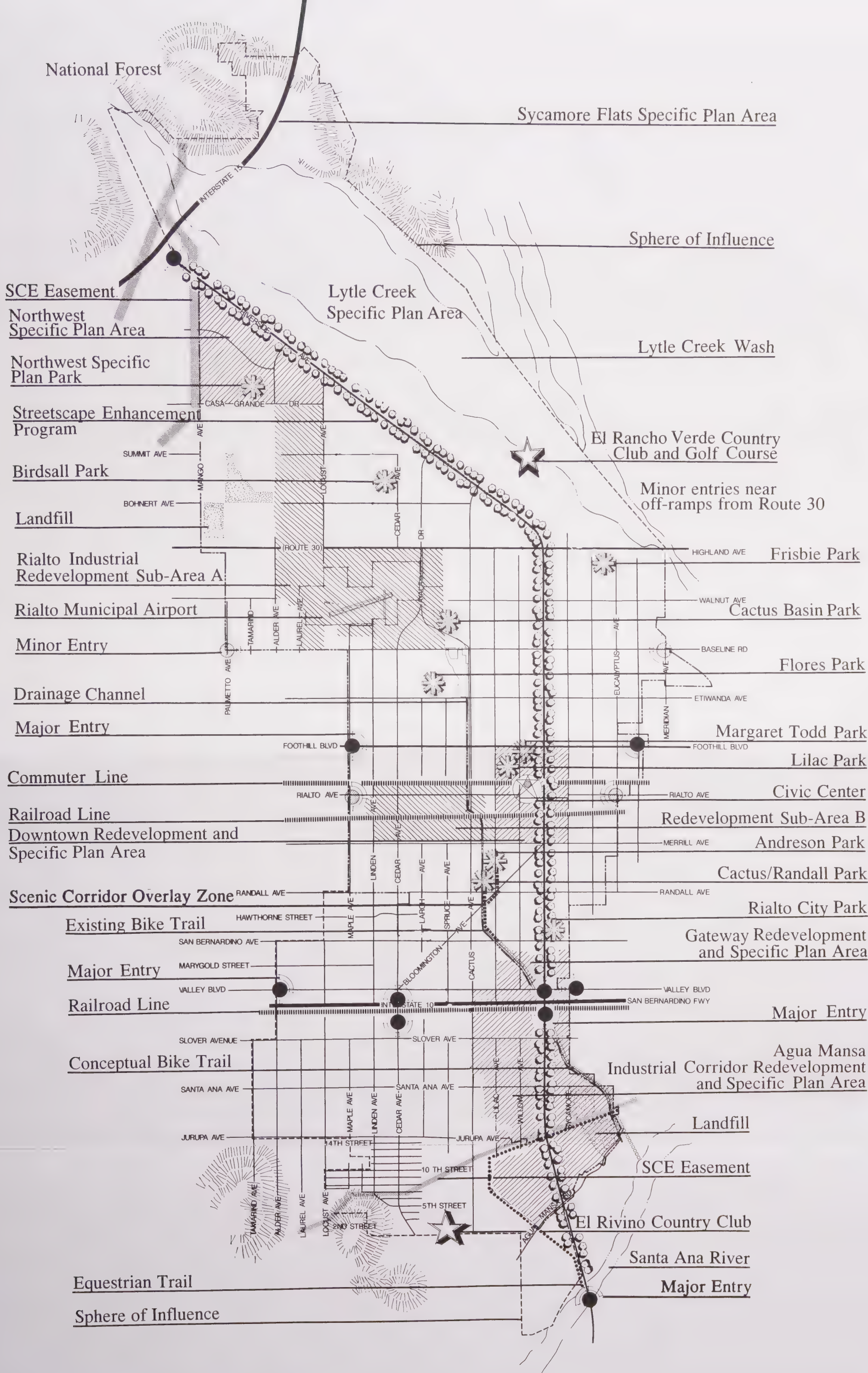
**Policies**

- 5.2.1 Major entries to the City of Rialto shall be designated at the following high traffic volume locations: Riverside Avenue at the I-15 and I-10 Freeways, Cedar Avenue at the I-10 Freeway, Foothill Boulevard at Pepper and Maple Avenues, Riverside Avenue entering Rialto from the south, and at Valley Boulevard at the eastern and western boundaries of the Planning Area, as shown on Figure VIII-2.

The City shall establish unified entry treatments at the major entries to the City, thereby setting the tone for visitors and residents alike. The design of each of these entries shall consist of one or more of the elements described below.







## COMMUNITY FEATURES

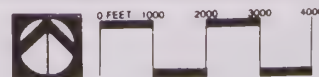
# GENERAL PLAN UPDATE

# City of Rialto, California

Figure VIII-2



THE  
KEITH  
COMPANIES







- o Low rise monument signs surrounded by groundcover, shrubs, and trees, similar to that monumentation found at Rialto City Park or in the Central Business District Redevelopment Project Area, consisting of precast concrete signs with embossed letters and natural river rock pilasters with concrete caps;
- o Enriched, textured and/or interlocking paving at intersections, similar to that found in the Central Business District Redevelopment Project Area;
- o Prohibition of pole signs and billboards within 500 feet of the entry;
- o Sensitive lighting treatments;
- o An emphasis on landscape treatments familiar to the area: river rock, rough hewn wood, plantings and trees.
- o Undergrounding of utility lines.

5.2.2 Minor entries, significant because they carry more local traffic than regional, shall be designated at the following locations: Highland Avenue (Route 30) near the off-ramps leading into the City, and at Rialto Avenue and Baseline Road at the western and eastern boundaries of the Planning Area. Other minor entries may be designated as development requires.

Minor entries shall incorporate the following elements:

- o Landscape treatment surrounding a city boundary marker;
- o Prohibition of billboards and pole signs within 500 feet of the

entry;

- o Consolidation and limitation of traffic, service club and other signs to the minimum necessary for safety.

5.2.3 The City shall encourage the development of unified entry statements for new residential, commercial, and industrial projects incorporating textured paving, coordinated monument signs and landscape treatments.

5.2.4 As County-controlled islands are annexed into the City, the City shall require that developers plant street trees consistent with Rialto's image and character, and where appropriate, encourage the establishment of a Landscape Maintenance District within these parkway areas.

5.2.5 Along the major thoroughfares within the City, trees should be formally massed to promote a rhythmic, ceremonial appearance and conform with the City's Street Tree Plan. Street trees shall be placed along the public rights-of-way no farther than 30 feet apart, have a minimum size of 24" box, and be selected from Table 1.

5.2.6 The median along Riverside Avenue in the Central Business District Redevelopment Project Area offers an attractive amenity to the streetscape. The City shall examine the potential to extend this streetscape and particularly the median wherever possible along Riverside Avenue, with special attention given to that segment of the roadway in the northern area of the City adjacent to the newer residential development and the Country Club residential area.



**TABLE 1  
CITY OF RIALTO  
APPROVED PLANT LIST**

**TREES - LANDSCAPED PARKWAYS**

Albizia julibrissan	Silk Tree
Alnus cordata	Italian Alder
Bauhinia variegata	Orchid Tree
Brachychiton acerifolius	Black Kurrajong
Brachychiton discolor	Victorian Flame Tree
Brachychiton populneus	Bottle Tree
Callistemon citrinus	Lemon Bottlebrush Tree
Callistemon viminalis	Weeping Bottlebrush Tree
Cinnamomum camphora	Camphor Tree
Cupaniopsis anacardinoides	Carrotwood
Eriobotoya deflexa	Bronze Loquat
Eucalyptus ficifolia	Scarlet Flowered Gum
Eucalyptus nicholii	Nicholi Eucalyptus
Eucalyptus rudis	Desert Gum
Eucalyptus torquata	Coral Gum
Fraxinus oxycarp 'Raywood'	Raywood Ash
Geijera parvifolia	Australian Willow
Gleditsia triancanthos inermis	Thornless Honey Locust
Hymenosporum flavum	Wedding Tree
Jacaranda acutifolia	Jacaranda
Koelrueteria bipinnata	Chinese Lantern Tree
Koelrueteria paniculatum	Goldenrain Tree
Lagerstroemia indica	Crape Myrtle
Liriodendron tilipifera	Tulip Tree
Melaleuca linarifolia	Flaxleaf Paperbark
Pinus canariensis	Canary Island Pine
Pistacia chinensis	Chinese Pistach Tree
Platnus acerifolia	London Plane Tree
Platnus acerifolia 'yarwoodi'	Yarwood Sycamore
Prunus purpurea	Purple Leaf Plum
Pyrus calleryana Bradford	Bradford Flowering Pear
Rhus lancea	African Sumac
Quercus ilex	Holly Oak
Tipuana tipu	Tipu Tree
Tristania conferta	Brisbane Box

**GROUNDCOVERS**

Baccharis pilularis 'Twin Peaks'	Coyote Bush
Drosanthemum floribundum	Rosea Iceplant
Gazania	Gazania
Hedeva helix 'hahnii'	Hahn's Ivy
Hypericum calicium	Aaron's Beard
Lampranthus spectabilis	Trailing Iceplant
Lippia repens	Lippee
Myoporum parvifolium	No common name (N.C.N.)

5.2.7 The median and existing streetscape along Bloomington Avenue offer an attractive entry into the City of Rialto. To enhance this amenity, the City shall designate a Scenic Corridor Overlay Zone along the Bloomington Avenue Corridor permitting only those uses and landscaping treatments which will enhance this attractive streetscape.

5.2.8 Along residential streets, trees may either be formally massed to produce a steady rhythm, or grouped informally to create an informal, naturally wooded street appearance. In any event, the total number of trees plotted should not be less than one for every 25 feet of lineal street frontage.

5.2.9 The City of Rialto recognizes the value of alleys and their importance to the circulation, aesthetic, and land use goals of the General Plan. New projects shall incorporate any improvements necessary to upgrade alleys behind the project area to current standards; and the City shall encourage projects which do not abandon the alleys, but rather seek to refine their appearance and function with landscape treatment, textured paving, rear facade treatments, parking and loading.

5.2.10 The City shall prepare a financing plan and implementation program for extending the landscaped median on Riverside Avenue from Valley Boulevard north to the I-15 Freeway, wherever feasible.

5.2.11 The City shall continue to upgrade landscape treatments of all annexations to uniform City standards.

5.2.12 The City shall update the tree inventory analysis to schedule future tree maintenance needs.

5.2.13 The City shall work with developers/builders within Rialto and its Sphere of Influence to ensure new landscape treatments are installed per the City's Landscaping Maintenance specifications.

#### Goal

5.3 Ensure that the design of all freeways, their interchanges, and grade separations are an aesthetically pleasing asset to the City of Rialto.

#### Policies

5.3.1 The City shall work with Caltrans to provide attractive freeway landscape treatment.

5.3.2 Arterials which cross over or under freeways shall be provided with planted medians sufficiently wide to include minor entry signs and landscape treatment. All medians shall be fully landscaped and treated with brick, tile, turf block, stamped concrete, pavers, or other elements.

5.3.3 The undersides of freeway underpasses, railroad separations and other similar elements shall be scored, tiled, landscaped, or otherwise treated to diminish the raw, unfinished, and uninviting appearance of these structures. The council may permit tile murals, decorative concrete work, or other elements on those facilities under its jurisdiction with the review and consent of

Caltrans.

- 5.3.4 The City shall prohibit the indiscriminate placement of highway directional signs, traffic signs, street identification signs, and other similar devices in such a manner as to create visual blight or driver confusion. Advertisement of available services shall be listed on standard, Caltrans installed freeway signs indicating the availability of food, gas, lodging, or other services.
- 5.3.5 The City shall establish loan, grant, or other programs to provide landscape treatment of residential lots immediately backing to proposed freeway routes and railways.
- 5.3.6 Through the Capital Improvement Program, the City may establish funds for the construction of landscaped medians along streets wide enough to accommodate them.
- 5.3.7 Landscape treatments near freeway off- and on- ramps should be designed to announce the drivers entry into Rialto. Landscape design should incorporate the dedicated City tree which shall be determined.

6.0 HARDSCAPE FEATURES

Hardscape features are often those features which are incorporated into the landscape treatment of an area, and refer to those design components which are not considered plant materials. Such features may include lighting, signage, and street furniture (consisting of trash enclosures, bicycle racks, benches, planters, newspaper racks, etc.).

Goal

- 6.1 Lighting fixtures within the City shall be aesthetically pleasing, while being functionally useful.

Policies

- 6.1.1 Street lighting in neighborhoods should be consistent.
- 6.1.2 Street lighting in the Central Business District Redevelopment Project Area and the proposed historic district should reflect the historic theme and character of the City's original business district. Only lighting consistent with this theme shall be encouraged.

Goal

- 6.2 Encourage the aesthetic design and treatment of all signage within the City of Rialto.

Policies

- 6.2.1 The City will continue the use of monument signs at focal points within the community and at major and minor portals. Such monument signs shall be similar in design to those monument signs found on Riverside Avenue in the Central Business District Redevelopment Project Area, consisting of: precast concrete signs with embossed letters and natural river rock pilasters with precast concrete caps. These monument signs shall incorporate landscape features such as groundcover in the foreground and trees or shrubs in the background.
- 6.2.2 The City shall continue the use of the existing directional slat signs found throughout the City, ensuring that new signs will be designed in a similar fashion.



- 
- 6.2.3 Signs advertising new development within the community shall be a maximum of 36 square feet.
- 6.2.4 Model home signs shall be grouped together in a similar fashion as the City's directional slat signs.
- 6.2.5 The City shall discourage the placement of multiple directional and traffic signs on light standards which confuse the driver and create visual pollution. This policy does not prevent City authorities from placing the minimum signs necessary to ensure public safety.
- 6.2.6 The City shall require that all ground signs incorporate landscape treatment as needed to reduce visual height and impact from the street.
- 6.2.7 The City may require potential ground sign locations and treatment to be shown on all landscape development plans in advance of actual sign submittals.
- 6.2.8 The City shall encourage a variety of shapes, massing, and architectural treatment in the design of signs. Plain metal and plex signs, inflatable signs or signs designed to be flown, including balloons, kites, or pennants shall be discouraged. Varied geometric forms shall be preferred over boxes and rectangular shapes.
- 6.2.9 The City shall encourage solid sign pedestals or pilasters rather than wood posts.
- 6.2.10 To improve the visual quality of approved signage, the City shall encourage the use of channel letters, reverse pan channel letters, illuminated routed wood signs, and other techniques.
- 6.2.11 Guild signs shall be encouraged for use on older structures or under building canopies.
- 6.2.12 Master sign programs shall be developed, maintained, and observed for all commercial and industrial centers.
- 6.2.13 The City shall complete the identification of all streets by providing street signs at all intersections within its boundaries.
- Goal**
- 6.3 New streets shall be developed to assist rather than alienate pedestrians.
- Policies**
- 6.3.1 In residential areas, straight streets shall be avoided, and curvilinear streets shall be used, thereby contributing to the character of the streetscape while discouraging speeding, increasing the safety of these streets.
- 6.3.2 Landscape treatments shall incorporate street trees along all streets, of species which provide sufficient canopy to shade the street and promote a pedestrian scale.
- 6.3.3 The City shall pursue undergrounding of utilities in existing areas and require that utilities be undergrounded on all major new development.
- 6.3.4 The City of Rialto shall continue to pursue funding sources for undergrounding of utilities on major streets.

- 6.3.5 Textured paving shall be used wherever possible to define pedestrian crossings.
- 6.3.6 Walled projects (including gated residential communities) shall be designed to provide an interesting streetscape, through the following:
- o Walls shall be varied in plane and texture, utilizing different, but complimentary, types of materials and colors, in addition to the use of vines (the latter will act as a deterrent from graffiti problems);
  - o landscaped greenbelts, vine pockets, and other landscape techniques shall be employed;
  - o curvilinear wall alignments and meandering sidewalks shall be encouraged along project peripheries;
  - o and variation in setbacks and front wall planes behind the established minimum setback line shall be encouraged. Variation in front of the minimum setback line shall be discouraged.
- 6.3.7 Screen or perimeter walls shall incorporate shrub massings, vine pockets or informal tree massing to minimize the vertical scale of the wall.
- 6.3.8 Adjoining projects, even if not directly compatible with adjoining land uses, shall be designed to maximize potential interconnections, pedestrian connections through the use of gateways, walkways, and directional signs are encouraged.
- 6.3.9 Enriched, varied textured paving treatments shall be used at all project entries, wherever pedestrian crossings, plazas, or gathering areas are proposed, and as an accent feature to break up the monotonous appearance of concrete walkways.
- 6.3.10 In commercial developments greater than 15,000 square feet, a landscape screen shall be provided directly in front of the stores rather than leaving the facade barren. This screen shall include vegetation designed to reduce the amount of pavement; and improve the scale by visually lowering the building height and mass without impeding access or identity of the buildings function.
- 6.3.11 Bollards and pedestrian level accent lighting shall be employed at commercial developments.
- 6.3.12 Bus shelters and other outdoor use areas shall be shaded from the sun. Each project shall incorporate at least one bus shelter, taxi stop, bicycle racks, or similar pedestrian use area.
- 6.3.13 Within all medians, an 18" wide concrete band shall be installed adjacent to the curb face to allow maintenance personnel access, and to minimize irrigation nozzle back spray onto the street.
- Goal**
- 6.4 Encourage the use of street furniture where appropriate.
- Policies**
- 6.4.1 The City shall continue the use of street furniture in the Central Business District Redevelopment Project Area, consideration shall be given to the development of newspaper racks and trash

receptacles.

- 6.4.2 The City shall encourage use of street furniture (i.e., benches, trash receptacles, planters, bicycle racks, and the like) in commercial projects, along greenbelts and in neighborhood parks, as well as community focal points, such as the Community Center.

#### Goal

- 6.5 Encourage the undergrounding of utility wires to protect scenery, enhance the appearance of major boulevards, and promote neighborhood character.

#### Policy

- 6.5.1 The City shall continue to require the undergrounding of all utilities through its standard list of conditions. Where above-ground installations are not required, the City shall encourage electrical vaults to be placed underground. Where the installations must be aboveground, the City shall require these to be landscaped and concealed by a low decorative wall.

## 7.0 GRADING TECHNIQUES

Although the City of Rialto lies on relatively flat terrain, there are areas within the City and its Sphere of Influence that may require sensitive grading techniques. The hillsides in the Sycamore Flats area in the northern Sphere of Influence and the Bloomington area, south of the I-10 Freeway, provide an important visual resource for the City and offer beautiful views. Increasing development pressures in these areas make the active conservation of these resources critical.

In addition, as development occurs along Lytle Creek and the City's many drainage channels, consideration must be given to the treatment of the side slopes and design of any fencing associated with such facilities.

#### Goal

- 7.1 Recognize and protect the important visual resource of the City's limited hillside areas.

#### Policies

- 7.1.1 The City shall adopt a Hillside Grading Ordinance, to include grading design techniques to soften the intrusion of hillside grading as illustrated on Figure VIII-3.
- 7.1.2 Low height and low intensity street lighting will be used in conjunction with undergrounded utilities to further minimize the visual impact of hillside development.
- 7.1.3 The City shall discourage high profile street or park locations that either cast unnecessary glare or disturb the natural profile of the hills.
- 7.1.4 The City will prohibit development of slopes of 25% or greater.
- 7.1.5 The City will require houses to be designed for up-lots and down-lots, minimizing flat pad grading and helping to maintain hillside contours, as illustrated on Figure VIII-3.

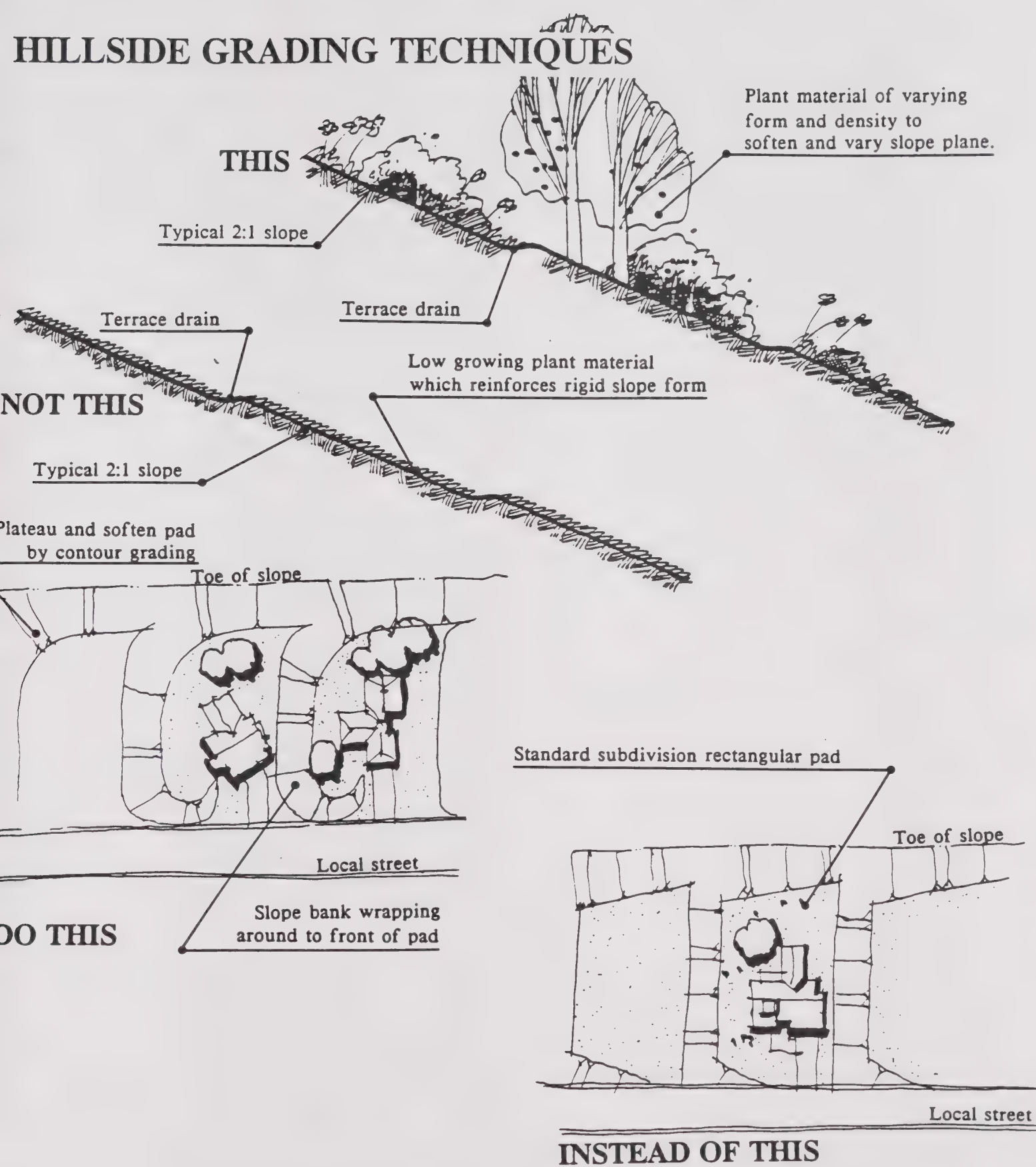
#### Goal

- 7.2 Ensure the protection of new development from watercourses, flood control channels and other waterways, while retaining an aesthetic appearance.





# HILLSIDE GRADING TECHNIQUES







**Policies**

- 7.2.1 The City shall require that the natural appearance of the channel be enhanced by sensitive grading, complementary planting techniques, and landscape treatments designed to conceal fencing for all new development adjacent to such water features.
- 7.2.2 The City shall require that development adjoining concrete flood control channels incorporate transitional landscape treatments at enriched street crossings.
- 7.2.3 The City of Rialto shall require, that whenever possible, watercourses shall be combined with pedestrian amenities, such as riding and hiking trails, scenic corridors, linear parks, greenbelts, pedestrian bridges, and other landscape features. The developers of such proposed projects should consider not only the landscape and cross sections of such facilities, but also demonstrate how these facilities can be interconnected with other elements of the City's trail and street systems. In addition, dense landscape treatments shall be used to promote the "greening of Rialto".
- 7.2.4 The City shall require that flood control channels shall be treated at any place where they cross major streets or border pedestrian, bicycle or equestrian trails with a combination of river rock, landscape buffering, and decorative fencing.
- 7.2.5 Wherever possible, projects which adjoin washes and flood control channels shall incorporate peripheral landscape treatments along streets, alleys, and driveways parallel to or crossing flood control channels.



## CHAPTER IX

# CULTURAL AND HISTORIC RESOURCES

"Saving the past can be a way of learning for the future, just as people change themselves by learning something now that they may employ later".

Kevin Lynch, What Time Is This Place?

### 1.0 INTRODUCTION

Land that is now the City of Rialto has been continuously occupied since prehistoric times. The earliest known residents were the Serrano Indians, who located an important village on the Rialto Bench, with smaller settlements scattered throughout the area. Findings and specimens from this period are identified, evaluated and recorded as archaeological resources.

With the advent of the Spanish in the late 18th century, the written history of Southern California began with the work of the Missions. In Rialto, however, written records of life in the 18th and early 19th centuries are rare, so that the remaining physical evidence of human settlements continues as the most important record of this period. Physical remains of earlier times, often found beneath the surface of the soil, are designated as historic archaeological resources.

The most recent period of Rialto's past, usually defined as beginning with the 20th century, represents the primary development period of the City. The records, photographs, artifacts and, most important, the structures and neighborhoods preserved from this early period, are Rialto's historic resources.

Archaeological, historic archaeological and historic resources are an integral part of the City's heritage, character and, often, socio-economic well-being. Understanding that these resources from the past are fragile and nonrenewable, the goals and policies of this element are directed at the recognition, recording and, where possible, preservation of Rialto's cultural and historic legacy.

#### Goal

- 1.1 Encourage public understanding and involvement in the unique heritage of the City of Rialto.

#### Policies

- 1.1.1 Establish an Historic Preservation Commission with members appointed by the City Council and assisted by the Rialto City Planning Department.
- 1.1.2 With the assistance of the San Bernardino County Library and the Rialto Historical Society, the Rialto Historic Preservation Commission shall establish, promote and enhance a Rialto History Collection centered on the archaeological, historic archaeological and historic texts, archives and collections of value to Rialto. The Collection shall be appropriately housed and made available to the public.
- 1.1.3 With the assistance of the Rialto School District, the Rialto Historic Preservation Commission shall develop classroom materials and guided field trips to teach the history of Rialto to the children of Rialto.
- 1.1.4 Develop and adopt an Historic Preservation Ordinance.



## 2.0 ARCHAEOLOGICAL RESOURCES

"Scientific understanding of the past implies archaeological investigation. The aim is analysis, and while fragments may be kept for later study, the process will often destroy the original. Archaeology can be placed to precede new development, and occasionally is even aided by it". (Lynch, *ibid.*)

Rialto and its Sphere of Influence have few recorded prehistoric sites, partly because few cultural resources surveys have been conducted in the area, but also because Rialto is located on an alluvial fan so that sites may have been covered by alluvial wash. Approximately 75% of Rialto's northern Sphere of Influence has been surveyed for archaeological resources, but only about 5% of the incorporated City and its southern Sphere of Influence.

The bank of Lytle Creek to the north, and the base of the hills in the southern Sphere of Influence are both designated sensitive for prehistoric cultural resources, as shown on Figure IX-1. The rest of the City and its Spheres of Influence are classified as low to moderate sensitivity for these resources.

### Goal

- 2.1 All significant archaeological resources in Rialto shall be surveyed, recorded and, where feasible, protected.

### Policies

- 2.1.1 The City shall consult the Archaeological Information Center at the San Bernardino County Museum to document the findings from archaeological surveys previously conducted on undeveloped land in Rialto.

A list of survey locations and findings shall be maintained by the Rialto City Planning Department and made available to all applicants for development, grading or mining permits.

- 2.1.2 Prior to development, archaeological surveys will be required for all sites in archaeologically sensitive areas where no previous surveys are recorded. Findings of these new surveys will be added to the City's survey documentation, and reported to the Archaeological Information Center at the San Bernardino County Museum.
- 2.1.3 Subsequent to surveys conducted in archaeologically sensitive areas, any archaeological finds will be recorded and evaluated. Where appropriate, measures to mitigate adverse impacts on findings will be taken in accordance with the California Environmental Quality Act, the National Environmental Quality Act, and/or the National Historic Preservation Act.
- 2.1.4 All recovered specimens from archaeological sites shall be permanently curated at a qualified repository recommended by the Archaeological Information Center at the San Bernardino County Museum.

## 3.0 HISTORIC ARCHAEOLOGICAL RESOURCES

Historic archaeological sites contain the subsurface remains left by people during the historic period which began circa 1770 and ends around the turn of this century.







These resources may relate to mission activities, travel and exploration, early settlement, homestead activities, cattle and sheep herding, lumbering and mining, among other themes.

Within Rialto and its Spheres of Influence there are 20 recorded historic archaeological sites, half of them located in the spreading grounds. Not yet recorded, but pending, are many sites shown on historical maps or mentioned in historical records. The 1893/4 USGS quadrangle for the Rialto area shows a great many existing structures scattered throughout the City. The lots upon which these structures were located are now potential historic archaeological sites. The Historic/Archaeological Resources Sensitivity map, shown on Figure IX-1, will generally show that Rialto's town center has a high potential to yield historic archaeological resources, the surrounding areas that were platted later have a moderately high potential, and the remaining areas, to the north and south, a moderate potential to yield resources. It should be noted that the sensitivity criteria were based only on the quantity of resources, not on their quality or importance.

#### Goal

- 3.1 All significant historic archaeological resources within Rialto shall be surveyed, recorded and, where feasible, protected.

#### Policies

- 3.1.1 All archaeological surveys conducted pursuant to the policies of the City of Rialto shall be required to include historical archaeological surveys.

- 3.1.2 All development or redevelopment occurring in areas classified as having a high or moderately high potential for yielding historic archaeological resources shall be surveyed for historic archaeological resources prior to initiation of site preparation for development or redevelopment.

- 3.1.3 Documentation of all historical archaeological surveys conducted within the City of Rialto shall be provided to the Rialto City Planning Department, with copies to the Rialto Historical Society.

- 3.1.4 Surveys yielding specimens or finds shall be evaluated by qualified historians for historical archaeological significance.

- 3.1.5 Qualified staff shall record, photograph and otherwise document historical archaeological findings adjudged to be of significance. These records, and any small specimens or artifacts found at the site shall be delivered to the custody of the Rialto Historical Society.

## 4.0 HISTORIC RESOURCES

"Historical knowledge must be communicated to the public for its enjoyment and education. Words and pictures convey much, but real things make the deepest impression."

Kevin Lynch, What Time Is This Place?

The 1984 Rialto General Plan stated the objective of identifying and preserving historic structures located within the City. A great deal of dedicated effort preceded, and continues to support, progress toward that 1984 objective. Major achievements toward that end include:

- o the Rialto Historical Society's restoration and reuse of the old First Christian Church as a Community Cultural Center and Museum,
- o maintenance and enhancement of a research facility on local history by the Rialto Historical Society,
- o the preservation and relocation of an 1853 adobe building in Lilac Park,
- o publication of the 1976 edition of A History of Rialto,
- o procurement of funding from the State of California Sub-Grant Program for Historic Preservation to conduct a comprehensive survey of historic resources in the City of Rialto,
- o hiring qualified consultants to organize and conduct the survey of historic resources within Rialto,
- o appointment of citizen members to a Survey Advisory Board, charged with reviewing survey activities and acting as liaison with the City and the general public, and
- o recruitment and training of citizen volunteers to photograph and record descriptions of each potentially eligible historic structure for Rialto's comprehensive survey of historical resources.

A comprehensive inventory of historic resources built before 1946 has now been completed for the City of Rialto, 114 structures were identified as being historically significant and eligible for listing in the National Register. An additional 130 structures were thought to be of historical interest, although they were not established as historically significant under the criteria adopted by the Survey Advisory Board.

In addition to individual historic structures, the December, 1990 Final Report of the City of Rialto Historic Resources Survey also identifies two historic districts for eligibility: the first recommended district is a site of two contiguous residential blocks at North Date and Olive Streets, and the second recommended district is one of the last intact citrus ranches within the City, located on South Cactus Avenue.

With inventory work completed, the City of Rialto is prepared to continue progress toward the historic preservation goals first stated in the 1984 General Plan.

#### Goal

- 4.1 Preserve Rialto's significant historic resources as a source of community identity, stability, aesthetic character, and socio-economic value.

#### Policies

- 4.1.1 Working with the City of Rialto Planning Department, the Historic Preservation Commission shall prepare and present to the Rialto City Council an Historic Preservation Ordinance for adoption by the Council.
- 4.1.2 The City shall create a Local Official Register of Historic Resources with established criteria for listing historic places and application forms for interested owners of eligible properties.
- 4.1.3 The Historic Preservation Commission shall submit documentation to place eligible structures and districts on the National and State Registers of Historic Places.

- 4.1.4 The Historic Preservation Commission shall research and publicize financial incentives offered by Federal and State governments to owners of eligible historic properties.
- 4.1.5 In order to minimize deterioration of historic structures, the City shall adopt the State Historic Building Code to be used for permit approval for the repair or rehabilitation of Rialto's historic structures.
- 4.1.6 In order to ensure compatible land use surrounding historic structures or districts, the City shall issue design guidelines for new or rehabilitated structures which are in close proximity to registered historic structures or districts.
- 4.1.7 The City shall encourage economically feasible preservation of historic structures through adaptive reuse enabled by appropriate zoning, such as the Cottage Commercial Zone.





## CHAPTER X

# CONSERVATION

### 1.0 INTRODUCTION

The State of California Government Code Section 65302(d) requires the incorporation of a conservation element in all jurisdictional general plans, as follows:

"A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared."

The City of Rialto was founded on a rich endowment of natural resources: plentiful pure surface water from Lytle Creek and abundant potable ground water; fresh winds to power the mills to draw well water to the surface; broad and level expanses of arable soil; a mild and healthful climate supportive of a wide range of agricultural products; and rich stores of useful minerals.

Over time many of these resources appeared to dwindle or to lose their apparent value to residents of the City: Rialto's water has to be shared among the expanding activities and populations of an urbanizing region; economics transforms the most profitable uses of arable land from crops to houses, so that land is no longer valued for its fertility; wind becomes a nuisance to urban lifestyles, rather than a useful source of energy; the mining of minerals can be

threatened by frictions of incompatibility with other land uses; and air pollution reduces the healthful nature of the climate.

The Rialto General Plan recognizes conservation as not only a matter of saving resources, but of using them beneficially, economically and appropriately for changing conditions. Arable land can be planted with ornamental shrubs, trees and ground covers which will moderate the climate, purify the air, beautify the City and appreciate the value of the land as much as crops once did. With intelligent planning and cooperative management, minerals can be mined and shipped for the enrichment of the City without diminishing its quality of life. As energy dependence on petrochemicals grows more costly, the value of wind can be harnessed and restored. Water resources, shifted from agricultural to urban uses, can now be equitably and sensibly allocated among clients, assuring a sufficient safe supply for the Region. Problems of air quality cannot be effectively addressed by Rialto alone: here the City will work with Southern California Air Quality Management District and the County of San Bernardino to restore the healthful natural climate once enjoyed by the residents of Rialto.

#### Goal

- 1.1 Conserve, protect and enhance the natural resources in Rialto to ensure their optimal use and support to the benefit of all present and future citizens of Rialto.

#### Policy

- 1.1.1 Develop an environmental mitigation monitoring program, to address the natural resources found in Rialto. A draft

mitigation monitoring program for the City of Rialto shall be submitted to the City Council and Planning Commission within one year of adoption of the GPU.

## 2.0 WATER

As noted above, the City of Rialto has been blessed with an abundant supply of potable water, both on and below ground surface. Allocation of this resource is administered by the San Bernardino Valley Municipal Water District and distributed within Rialto by three water suppliers: the Water Division of the City of Rialto Public Works Department, the West San Bernardino County Water District and the Fontana Water Company. Although organizationally complex, the provision of water to Rialto has worked well; the City is served by a growing network of wells, reservoirs, and distribution pipes, as illustrated on Figure X-1. Rialto has never been constrained in either maintenance or growth by a current or projected shortage of water.

For more detailed discussion, see the Rialto Synthesis Report, pages 101 through 109.

### Goal

- 2.1 Protect and enhance Rialto's surface waters and groundwater basins.

### Policies

- 2.1.1 Work with federal, State and County governments and agencies to maintain and improve the quality and quantity of potable water available to the City.
- 2.1.2 Protect the quality of ground water serving Rialto by prohibiting the use of septic tanks and facilitating, where

necessary, financing of sewer connection and hook-up. To this end, the City shall complete the extension of the sanitary sewer system.

- 2.1.3 Research and implement techniques to protect the quality of ground water from pollution by the Midvalley County Sanitary Landfills. Recover ground water protection costs from increased tipping fees.

- 2.1.4 Prohibit encroachment on water recharge areas, keeping them free of impermeable surfaces.

- 2.1.5 Monitor land uses draining into water sources and water recharge areas, preventing contamination from hazardous or toxic substances.

- 2.1.6 Improve surface drainage facilities and continue tertiary sewage treatment to protect the Santa Ana River watershed as a potable water source.

- 2.1.7 Monitor land uses potentially affecting Lytle Creek as a water source.

- 2.1.8 Provide flood control channels with permeable bottoms to help restore aquifers.

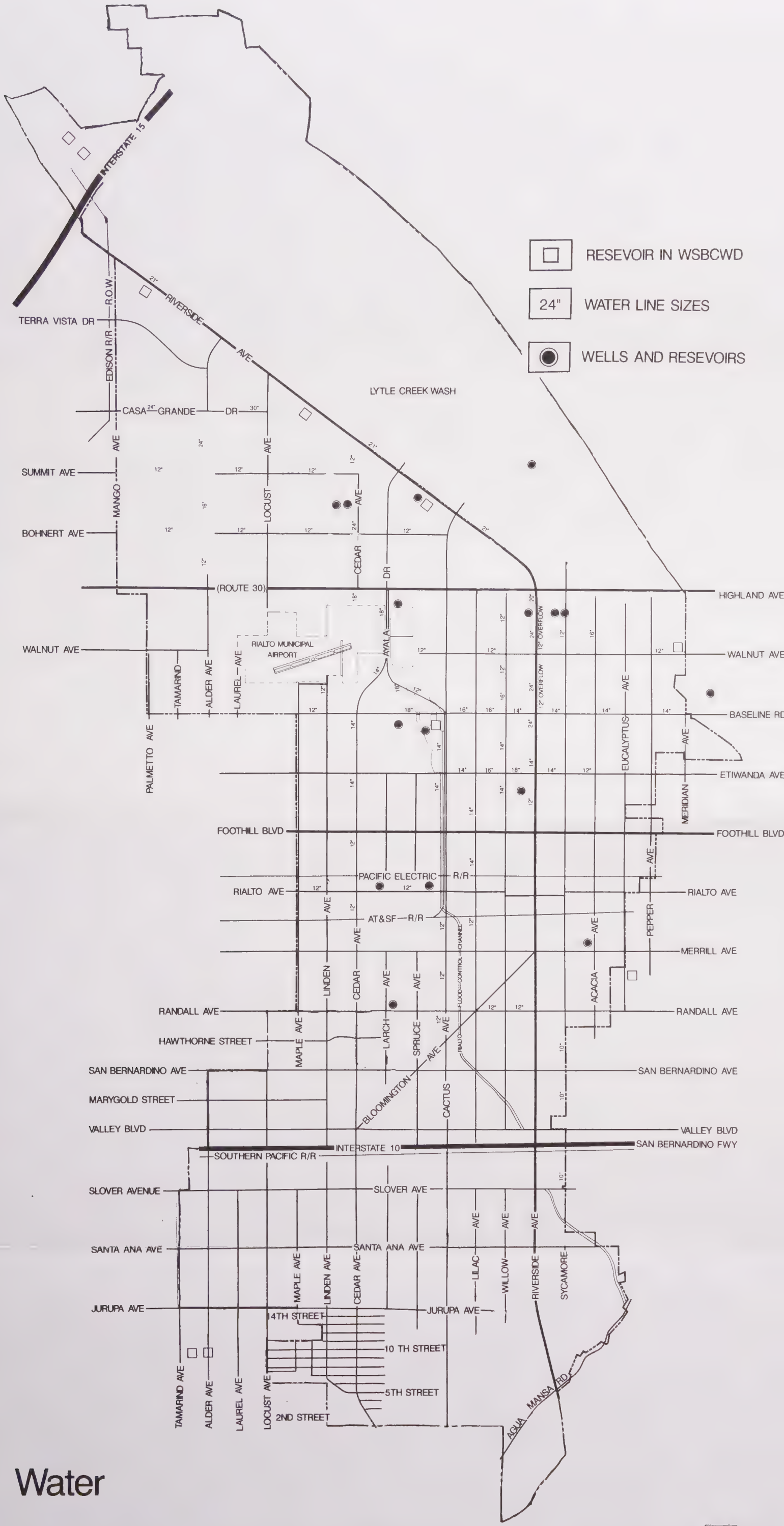
### Goal

- 2.2 Conserve scarce water resources.

### Policies

- 2.2.1 Require new development to use low flow plumbing fixtures and water-efficient landscape irrigation systems.



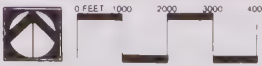


Water

GENERAL PLAN UPDATE

City of Rialto, California

Figure X-1





- 2.2.2 Require xeriscaping, or drought tolerant landscaping in new development, and encourage it as a replacement for water consumptive landscaping in existing development.
- 2.2.3 Use reclaimed water for irrigation of City parks, median strips and other public areas. Use of reclaimed water is to be encouraged in industry, landscaping, golf courses, mining, and other uses where potable quality of water is not necessary to its application.
- 2.2.4 Educate citizens in water conserving techniques, using local media, newsletters and water bills to communicate information.
- 2.2.5 Evaluate the potential to establish a rebate program for the replacement of aging, leaking, and/or inefficient plumbing with more efficient water-saving plumbing.
- 2.2.6 The City's Recreation, Parks and Social Services Department shall work with contractors to continue water conservation measures, i.e., irrigation clock programming, inspections, etc.
- 2.2.7 Utilize computerized irrigation control systems, such as those installed in the Northwest Specific Plan Area, for water conservation. Identify additional opportunities for future conversion to the computerized system.
- 2.2.8 Coordinate and monitor the City's water conservation efforts, reviewing programs annually and modifying or expanding them as necessary to ensure their effectiveness.

Additional goals and policies related to water conservation, are found in Chapter XII, Safety Element, Section 3.0, Flooding.

### 3.0 SOILS/AGRICULTURE

Rialto's planning area is a wide, gently sloping, recent alluvial valley adjacent to a stony alluvial plain at the base of the San Bernardino Mountains. The principal drainage is Lytle Creek Wash which has deposited soils within the City. Due to Rialto's proximity to the Wash, the soils are primarily Class III, as defined by the United States Department of Agriculture Soil Conservation Service. Class III soils will, with irrigation, support almost all agricultural activities.

For more detailed discussion, see the Rialto Synthesis Report, page 14.

#### Goal

- 3.1 Conserve Rialto top soils by eliminating erosion from wind and water.

#### Policies

- 3.1.1 Maintain existing tree lines as windbreaks and plant new lines to reduce wind borne dust and air borne particulates.
- 3.1.2 Require operators of all grading, mining and construction sites to cover or moisten soils, or use soil binders, so that wind driven soil erosion is minimal. An erosion control plan shall be submitted and approved prior to the commencement of grading and construction of all new development.
- 3.1.3 Require drought resistant ground cover to be planted on all vacant or fallow land in Rialto.



- 3.1.4** Complete construction of the City's surface drainage system in order to reduce water driven soil erosion.

**Goal**

- 3.2** Protect agricultural lands from the adverse effects of urban encroachment.

**Policies**

- 3.2.1** Utilize the provisions of the Williamson Act to further the preservation of commercially viable agricultural open space and maintain the designation of Agriculture as shown on the General Plan Land Use Map.
- 3.2.2** Support property and estate tax relief measures which assess long term agriculture at farm use value.
- 3.2.3** Encourage adequate, inexpensive water distribution systems and water conservation for agricultural lands and support the use of certain non-potable water sources for agricultural purposes.

Additional goals and policies related to agriculture, are found in Chapter VII, Open Space and Recreation.

## **4.0 MINERAL RESOURCES**

Pursuant to the provisions of the California Surface Mining and Reclamation Act of 1975 (SMARA), the State Department of Mines and Geology Board has the responsibility of mapping areas throughout the State that contain regionally significant mineral resources. As shown in Figure X-2, the Board has mapped a total of eight resource sectors in Rialto, representing about 12% of the City's land area. Most of the resource sectors are, fortunately, situated at the peripheries of the City or in areas

designated for heavy industry, which minimizes possible conflicts of adjacent land uses.

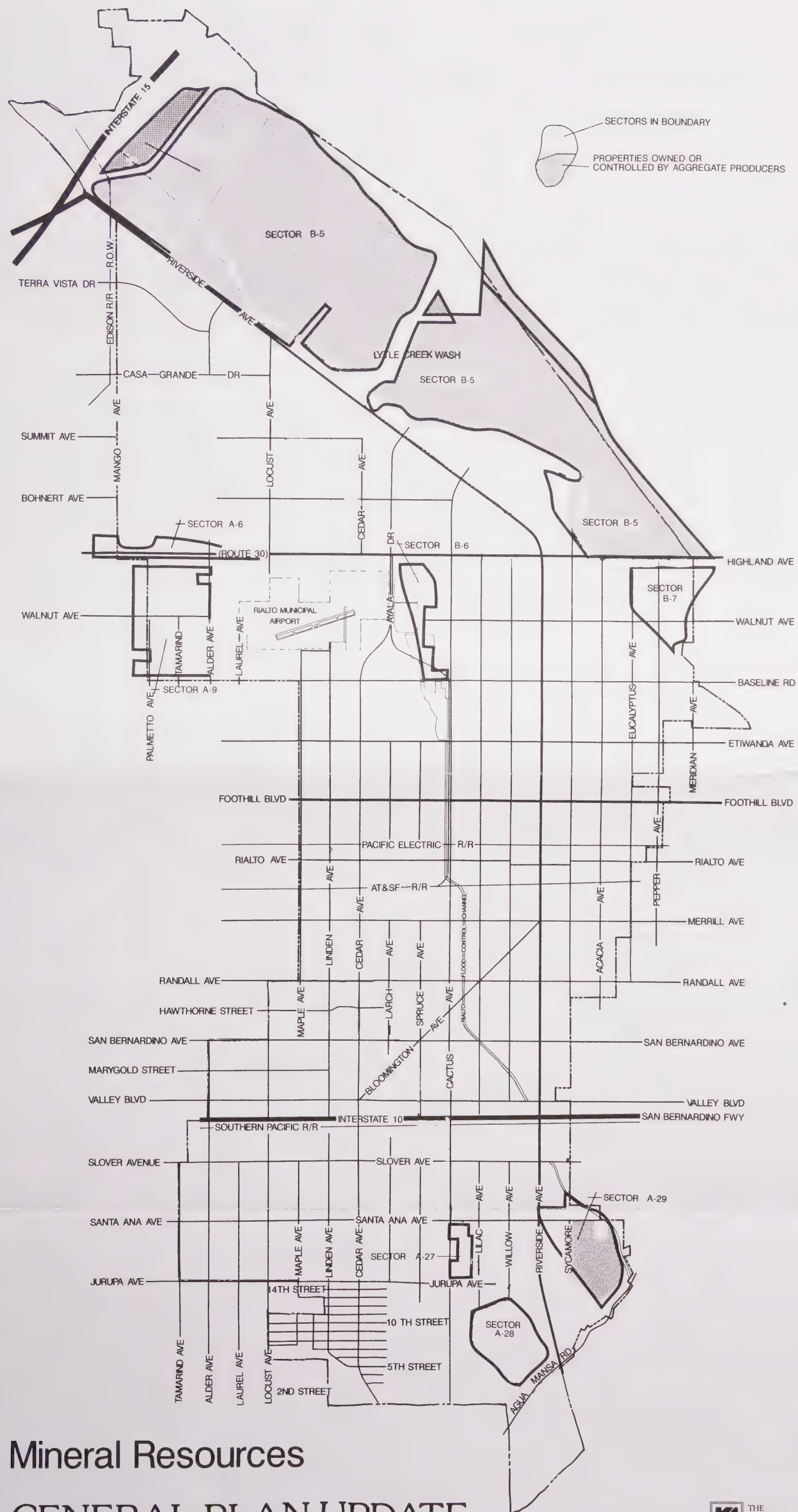
For more detailed discussion, see the Rialto Synthesis Report, page 17.

**Goal**

- 4.1** Eliminate all negative impacts of mining activities on the citizens of Rialto while complying with the provisions of the California Mining and Reclamation Act of 1975.

**Policies**

- 4.1.1** Monitor management of mineral extraction activities to reduce direct and indirect negative impacts on the City.
- 4.1.2** Compile and maintain maps and descriptions of potential mineral resources as a basis for land use policy and regulation and compatibility with State designated mineral resource sectors.
- 4.1.3** Permit plant nurseries, recreational open space and other temporary uses in State designated mineral resource sectors prior to and pending their development for mineral extraction.
- 4.1.4** Monitor all mineral extraction activity for compliance with requirements of the California Environmental Quality Act, and consistency with the California Surface Mining and Reclamation Act.




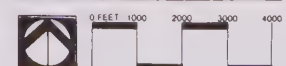
# GENERAL PLAN UPDATE

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## City of Rialto, California

City of Rialto, California

Figure X-2  THE KEITH COMPANIES







**4.1.5** Encourage and support the exchange of baseline information on mineral resources between the City, private industry, and San Bernardino County. To this end, document current extraction sites, including sand and gravel quarries, reporting the status and duration of existing permits and approvals to aid in compliance monitoring.

**4.1.6** Establish buffer zones of compatible uses adjacent to mineral extraction areas, such uses may include industry.

**4.1.7** Require that access roads to resource extraction areas meet standards for noise, dust control, erosion control and grading, to minimize adverse impacts to adjacent uses.

**4.1.8** Establish permitted routes through the City for use by trucks picking up or hauling mined materials.

**4.1.9** Require suitable load containment devices on all trucks hauling mined materials.

**4.1.10** Require planting or other visual buffers to screen mining machines, stock piles, vehicles and other mining related facilities from visible residential areas.

**4.1.11** Implement noise reduction requirements for mining activity affecting adjacent noise sensitive areas. (Refer to Chapter XI, the Noise Element.)

**4.1.12** Maintain mapping and continue policies which the City has adopted for mineral resources management.

## **Goal**

**4.2** Ensure adequate reclamation of mineral resource extraction areas.

## **Policies**

**4.2.1** Require that all mineral extraction reclamation plans be subject to the requirements of the California Environmental Quality Act and consistent with the Surface Mining and Reclamation Act.

**4.2.2** Require that permits for mineral reclamation projects specify compliance with State, Federal and local standards and attainment programs with respect to air quality, protection of rare, threatened or endangered species, conservation of water quality, watersheds and basins, and erosion protection.

**4.2.3** Require bonded assurance of implementation of a City approved reclamation plan prior to issuing a conditional use permit for surface mining in the City.

## **5.0 AIR QUALITY**

The air quality in San Bernardino County, and specifically Rialto, results from a unique combination of factors: air flow patterns and emission sources, both local and those located throughout the region. These factors result in some of the worst air quality in the nation.

San Bernardino County regularly exceeds state and federal air quality standards for Ozone (O<sub>3</sub>), Carbon Monoxide (CO), Nitrogen Dioxide (NO<sub>2</sub>), and Particulate Matter (PM<sub>10</sub>). Exceedances are acute during summer months when onshore wind patterns transport pollutants from the western portion of the South Coast

Air Basin, notably Los Angeles and Orange Counties and combine with local sources. San Bernardino County records the most severe violations of air quality standards for Ozone and Particulate Matter in the summer months relative to the rest of the air basin.

### **Regulatory Framework**

The Clean Air Act, promulgated in 1970 and amended twice thereafter (including the recent 1990 amendment), establishes the framework for modern air pollution control. The Act directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: Ozone, Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter and Sulphur Dioxide. The standards (NAAQS) are divided into primary and secondary standards; the former are set to protect human health within an adequate margin of safety and the latter to protect environmental values such as plant and animal life.

According to the Act, states are required to submit a State Implementation Plan (SIP) for areas that exceed the NAAQS, or nonattainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how federal standards will be achieved. Failure to submit a plan or secure approval could lead to denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. In cases where the SIP is submitted but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal Implementation Plan.

In addition to the six pollutants regulated by federal legislation, the California Clean Air Act establishes standards for Hydrogen Sulphide, Sulphates and Vinyl Chloride. Responsibility for achieving these standards (which are more stringent than

federal standards) is placed on the California Air Resources Board and local air pollution control districts. District plans for nonattainment areas must be designed to achieve a 5% annual reduction in emissions. The Air Quality Management Plan (AQMP) is, in turn, incorporated into the SIP.

With the aim of complying with all federal standards by 2007, the Southern California Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) jointly prepared the 1989 Air Quality Management Plan (AQMP). The Plan calls for the implementation of rules and regulations by the Air Resources Board, the SCAQMD, the EPA and local jurisdictions.

The AQMP calls upon local governments to achieve an 8% reduction regionwide in emissions from reactive organic gases and oxides of nitrogen. Specifically, local governments are asked to implement appropriate control measures contained in the AQMP to achieve this reduction. Several measures direct local government to adopt an Air Quality Element or its equivalent into its General Plan. If all of the applicable control measures are not implemented, the air quality standards cannot be achieved. In this event, the existing moratorium on location of stationary sources in the basin will be continued and federal funding and other permits may be denied until the standards are met.

In an effort to comply with federal and state regulations, and to improve air quality in the county and region, the City of Rialto participated on the Policy and Technical Advisory Committees for the development of the Regional Air Quality Plan (RAQP) for San Bernardino County and the cities within the County. The Plan contained a Model Air Quality Element with the goals and policies that the participants agreed through



consensus would become part of each participating jurisdiction's general plan. The goals and policies contained herein reflect many of the recommendations of the RAQP.

### **Jobs-Housing Balance**

The jobs-housing balance has also become a major planning and public policy issue in recent years within the region. The issue of jobs-housing balance has been incorporated into the SCAQMD's AQMP as part of a comprehensive effort to manage traffic congestion and air pollution. The concept of jobs-housing balance refers to the distribution of employment relative to the distribution of workers within a given geographical area. A community is considered "balanced" when these distributions are approximately equal. The concept implicitly assumes that workers will choose to work as close to their home as possible (or that workers choose homes as close to their job as possible). If a given area has a much greater concentration of employment than resident workers, workers must be attracted from other areas, leading to longer commutes. Similarly, if residents greatly outnumber job opportunities, they must seek jobs in more distant areas.

### **1988 SCAG Plan**

Based on the 1988 SCAG Plan, most of the employment growth between now and 2010 is projected to occur in the highly urbanized areas while most of the increase in housing construction is projected to take place in the urbanizing regions of Riverside, San Bernardino, and southeast Orange County. This increasing job-housing imbalance can only exacerbate existing problems and further impact patterns of mobility and air quality, the distribution of tax revenues, the character of communities, productivity and socio-psychological well being of workers, and the general

quality of life in the region.

SCAG has proposed four alternative strategies to attain the targeted jobs-housing distribution:

- o Mitigation Strategy - Imposing on developers of public and private projects impact mitigation measures if proposals contribute to jobs-housing imbalance beyond allowable thresholds and allocation.
- o Regulatory Strategy - Setting limits on developments leading to jobs-housing imbalance.
- o Investment Strategy - Targeting or withholding of public financing to bring about targeted jobs-housing balance.
- o Market Adjustment Strategy - Facilitating housing, labor and transportation market trends leading to better jobs-housing balance.

Many of the actions noted by SCAG suggest a combination of mitigation, regulation, market place modification, and components investment incentive.

### **Goal**

- 5.1 To achieve conformance with the AQMP by adopting a comprehensive plan for implementation, so that all general development projects approved are consistent with the AQMP.

### **Policies**

- 5.1.1 Require that all developments within the City with more than 100 employees develop a rideshare program.
- 5.1.2 Require all developments to comply with the AQMP, particularly regarding Transportation Demand Management (TDM) programs.



A TDM plan for new developments shall include but not be limited to design considerations to encourage ridesharing, transit use, park and ride facilities, as well as bicycle and pedestrian circulation.

5.1.3 Incorporate phasing policies and requirements in development plans to achieve concurrent provision of infrastructure, particularly transportation facilities, to serve development.

5.1.4 Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants. To this end, participate with SANBAG in jointly formulating appropriate standards for regulating the location and protection of sensitive receptors (i.e., schools, day care facilities, and hospitals) from excessive and hazardous emissions.

**Goal**

5.2 Improve the balance between jobs and housing in order to create a more efficient urban form and/or reduce the Vehicle Miles Travelled (VMT).

**Policies**

5.2.1 To develop Vehicle Miles Traveled (VMT) and congestion reduction targets in amounts equivalent to those attributed to the jobs-housing balance implementation so that the City will have the flexibility to trade off jobs-housing balance performance goals with equivalent VMT reduction measures.

5.2.2 Ensure that implementation of the City's Housing Element addresses the Regional Housing Needs Assessment.

5.2.3 Provide incentives for employers to hire residents of the immediate area.

5.2.4 Explore the opportunities for human resource development in an effort to educate and train workers so that businesses can rely on an appropriate resident labor force.

5.2.5 Develop and adopt an agreement among participating jurisdictions for mutually acceptable approaches to improve and maintain a jobs-housing balance.

5.2.6 Improve the jobs-housing balance through new development and redevelopment project reviews and actions.

**Goal**

5.3 Coordinate with other jurisdictions in San Bernardino County and SCAG to establish parallel air quality plans and implementation programs.

**Policies**

5.3.1 Work to establish an ongoing air quality implementation and project referral process within the San Bernardino County portion of the South Coast Air Basin, adapting it as necessary to local circumstances, resources, and procedures.

5.3.2 Establish a coordination process for relating parallel actions undertaken as part of other regional or countywide plans.

**5.3.3** Participate with San Bernardino County in defining and implementing a Congestion Management Program.

**5.3.4** Jointly establish a communication network with key elected officials and staff involved in air quality planning in Los Angeles, Orange and Riverside counties as the basis for identifying and implementing parallel measures of mutual benefit.

**5.3.5** Design and conduct efforts to involve the public and affected/interested parties in the adoption of local air quality plans and implementation of air quality improvement programs through: public forums, communication and education programs, Planning Commission/City Council workshops, as well as through the utilization of a variety of media forms.

**5.3.6** Support new approaches to improving air quality through: supporting legislation, cooperating with regional bodies, establishing pilot programs, and funding and/or participating in private/public partnerships.

#### **Goal**

**5.4** Promote the expansion of bus, rail and other forms of transit, within the region.

#### **Policies**

**5.4.1** Develop a Transit Center/Park and Ride facility in the City in conjunction with a commuter rail station. This Transit Center/Park and Ride facility should include:

a bus staging area with concrete pads and a sheltered waiting area, vehicles using this depot would include public transit vehicles, dial-a-ride services, and the City shopper van; the park and ride lot would be directly adjacent to the transit area and would offer parking and rendezvous points for carpool and vanpool participants; installation of bicycle racks; parking lot configuration designed to provide incentives for carpools and vanpools; and adequate sidewalks and accessways to encourage and facilitate pedestrian uses. (Refer to Circulation and Land Use Elements.)

**5.4.2** Participate with public transit providers serving the City and San Bernardino County in a cooperative program to further increase transit services with existing equipment and expand services through transit facility improvements.

**5.4.3** Promote the expansion of intraregional commuter and rail line services.

**5.4.4** Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel.

**5.4.5** Develop design standards that promote access to transit facilities.

**5.4.6** Develop standards and guidelines for support facilities to incorporate into development plans for increased bicycle and pedestrian routes to link appropriate activity centers to nearby residential development.

**Goal**

- 5.5** Establish congestion management procedures and/or systems in compliance with the County's Congestion Management Plan (CMP).

**Policies**

- 5.5.1** Establish incentives to spread work trips over a longer period to reduce peak period congestion.
- 5.5.2** Participate with SANBAG in defining and implementing a Congestion Management Program for San Bernardino County to ensure appropriate coordination with air quality planning.

**Goal**

- 5.6** Use incentives, regulations and Transportation Demand Management as necessary to comply with the AQMP and CMP.

**Policies**

- 5.6.1** Establish and implement a Transportation Demand Management Program in accordance with the AQMP and CMP, if required.
- 5.6.2** Facilitate the creation of one or more telecommuting centers in Rialto in order to offer residents an alternative to commuting into Los Angeles and Orange County.
- 5.6.3** Provide incentives to local merchants to establish telephone/fax ordering and home deliveries of convenience goods and services.

**Goal**

- 5.7** Minimize emissions from airport related activity.

**Policies**

- 5.7.1** Promote the establishment of the best available technology and operational measures for aircraft and ground service vehicles, as well as fuel delivery systems.
- 5.7.2** Promote the installation of centralized power systems at the Rialto Municipal Airport.

**Goal**

- 5.8** Minimize the practicable particulate emissions from the construction and operation of roads and buildings.

**Policies**

- 5.8.1** Adopt incentives, regulations and procedures to manage paved roads so they produce the minimum practicable level of particulates.
- 5.8.2** Adopt incentives, regulations and procedures to minimize particulate emissions during road, parking lot and building construction.
- 5.8.3** Adopt incentives, regulations and procedures to control particulate emissions from unpaved roads, drives, vehicle maneuvering areas and parking lots.
- 5.8.4** Adopt incentives, regulations and procedures to limit dust from agricultural and/or mining activities and operations.



**5.8.5** Adopt incentives, regulations and procedures to prohibit the use of building materials and methods which generate excessive pollutants.

**5.8.6** Require adequate watering or other soils binding techniques to mitigate the impact of construction generated dust.

**5.8.7** Develop programs by which construction equipment would be required to be properly maintained and serviced to minimize exhaust emissions.

#### **Goal**

**5.9** Reduce emissions through reduced energy consumption.

#### **Policies**

**5.9.1** Implement plans and programs to phase City energy conservation improvements through the annual budget process.

**5.9.2** Adopt incentives and regulations to enact energy conservation requirements for private development.

**5.9.3** Adopt incentives and regulations to reduce emissions from swimming pool heaters as well as from residential and commercial water heating.

**5.9.4** Implement the provisions of AB 939 and adopt incentives, regulations and procedures to specify local recycling requirements.

**5.9.5** Require all new development to meet or exceed Title 24 building standards for energy efficiency.

Additional goals and policies related to alternative modes of transit, are found in Chapter V, Circulation Element, while additional goals and policies related to energy conservation are found later in this chapter under Section 7.0, Energy.

## **6.0 BIOLOGICAL RESOURCES**

As with all urbanizing areas, natural biological habitat areas in Rialto have been highly modified from their once pristine condition. Certain areas above Baseline Avenue and the Aqua Mansa area to the south remain in much their natural state, supporting a variety of grasses, annuals, and small shrubs; none of these areas are known to contain rare or endangered species. There are two endangered plant species which may exist in the City's northern Sphere of Influence, along Lytle Creek.

Wildlife within the City includes a large number of reptile, bird and mammal species. There are also some sensitive animal species known to exist within the area, and potentially within the City.

For more detailed discussion, see the Rialto Synthesis Report, pages 22 through 29.

#### **Goal**

**6.1** Conserve and enhance Rialto's biological resources, facilitating development in a manner which reflects the characteristics, sensitivities and constraints of these resources.

---

**Policies**

- 6.1.1 Designate those areas along Lytle Creek which may contain rare or endangered species as "Biological Resource Management Areas."
- 6.1.2 Require that all proposed development in these "Biological Resource Management Areas" be subject to a biological study, to be prepared by a qualified professional, to determine whether there will be any impact to rare, threatened or endangered species, and identify mitigation measures where appropriate.
- 6.1.3 Require that mineral extraction projects submit a survey for rare plants prepared by a qualified botanist. This survey shall be prepared in accordance with the Department of Fish and Game's Guidelines for Assessing the Effects of Proposed Developments on Rare and Endangered Plants and Communities. Impacts shall be subject to the Mitigation Policy and Guidelines Regarding Impacts to Rare, Threatened and Endangered Plants, developed by the California Native Plant Society Scientific Advisory Committee (January, 1988).
- 6.1.4 Acquire and maintain the most current information available regarding the status and location of sensitive biological elements within the City.
- 6.1.5 Pursue voluntary open space, wildlife corridors, or conservation easements to protect sensitive species or their habitats.

**7.0 ENERGY**

Energy sources available to Rialto play an important role in determining the type and amount of development that the future can hold. Most traditional energy resources are imported; natural gas is imported by the Southern California Gas Company, while electricity is provided by the Foothill District of Southern California Edison's Eastern Division. Distribution systems for both natural gas and electricity are presently in place or planned for reasonable future development within the Rialto area.

The Southern Pacific Pipeline Company has two oil pipelines entering Rialto along the Southern Pacific right-of-way, located just south of Interstate 10; these lines are used to fill approximately forty privately owned tanks located in the Aqua Mansa Industrial Corridor.

Although Rialto has adequate supply of energy resources at the present time, for the long term, Rialto will need to look at supplementing local demands with alternative energy sources, such as wind and solar energy.

For more detailed discussion, see the Rialto Synthesis Report, pages 116 and 127.

**Goal**

- 7.1 Conserve scarce energy resources.

**Policies**

- 7.1.1 Require the incorporation of energy conservation features in the design of all new construction and site development as required by state law.

- 7.1.2 Provide incentives for the installation of energy conservation measures in existing multi-family residential and commercial developments, including technical assistance and possible low interest loans.
- 7.1.3 Educate the public, using local media, newsletters and electric bills to communicate information, regarding the need for energy conservation, techniques which can be employed, and systems which are available.
- 7.1.4 Monitor improvements in wind energy technology, reserving appropriate sites for wind harnessing machines as they become economically and mechanically practical.

Additional goals and policies related to alternative modes of transit are found in Chapter V, Circulation Element, while additional goals and policies related to energy conservation are found in Section 5.0, Air Quality, of the chapter, and in Chapter VI, Housing.





# **Noise Element of the General Plan for the City of Rialto**

Prepared by

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Report # 91-178  
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# CITY OF RIALTO NOISE ELEMENT

## 1.0 INTRODUCTION

### 1.1 OVERVIEW

#### 1.1.1 Contents of Element

This Noise Element follows the recently revised State guidelines in the State Government code Section 653021(g) and Section 46050.1 of the Health and Safety Code. The Noise Element quantifies the community noise environment in terms of noise exposure contours for both near-term and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

#### 1.1.2 Key Issues

**1. *Transportation Noise Control*** - Within the City of Rialto are a number of transportation related noise sources including two freeways, major arterials, collector roadways, a general aviation airport, three railroad lines and a railroad classification yard. These sources are the major contributors of noise in Rialto. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

**2. *Community Noise Control for Non-Transportation Noise Sources*** - Residential land uses and areas identified as noise sensitive must be protected from excessive noise from non-transportation sources including commercial and construction activities. These impacts are most effectively controlled through the adoption and application of a City Noise Ordinance.

**3. *Noise and Land Use Planning Integration*** - Information relative to the existing and future noise environment within Rialto City should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments.

### 1.2 PURPOSE

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use in achieving and maintaining compatible land use with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that City of Rialto residents will be protected from excessive noise intrusion.

### 1.3 AUTHORIZATION

The State of California has mandated that each county and city prepare a Noise Element as part of its General Plan. Section 65302(g) of the California Government Code requires specifically:

*"(g) A Noise Element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:*

*Highways and freeways.*

*Primary arterials and major local streets.*

*Passenger and freight on-line railroad operations and ground rapid transit systems.*

*Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.*

*Local industrial plants, including, but not limited to, railroad classification yards.*

*Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.*

*Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (LDN). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards."*

The State Guidelines for Preparation and Content of Noise Elements of the General Plan indicate that the Noise Element should present the noise environment in terms of noise contours. For those areas identified as containing noise sensitive facilities, the noise environment is determined by monitoring.

## 2.0 EXISTING CONDITIONS/ISSUE ANALYSIS

### 2.1 DEFINITION OF NOISE

**1. Noise Definitions** Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are shown in Exhibit 1.

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

**HEARING LOSS** is not a concern in community noise problems of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, are not sufficiently loud to cause hearing loss.

**SPEECH INTERFERENCE** is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA, and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level. Exhibit 2 shows the relationship between noise levels and speech interference.

**SLEEP INTERFERENCE** is a major noise concern because sleep is the most noise sensitive human activity. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

**PHYSIOLOGICAL RESPONSES** are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are signs of harm.





**SOUND LEVELS AND LOUDNESS OF ILLUSTRATIVE NOISES IN INDOOR AND OUTDOOR ENVIRONMENTS**

*(A-Scale Weighted Sound Levels)*

dB(A)	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbar	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels
130	UNCOMFORTABLY	Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)	120 dB(A) 32 Times as Loud
120 110	LOUD	Turbo-Fan Aircraft @ Take Off Power @ 200 Ft. (90)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times as Loud
100	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106) Bell J-2A Helicopter @ 100 Ft. (100)		100 dB(A) 8 Times as Loud
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @ 20 Ft. (89) Prop. Airplane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. From Pavement Edge, 10:00 AM (76 + or - 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (60)	60 dB(A) 1/2 as Loud
50	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) 1/4 as Loud
40		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB(A) 1/8 as Loud
	JUST AUDIBLE	(dB(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			

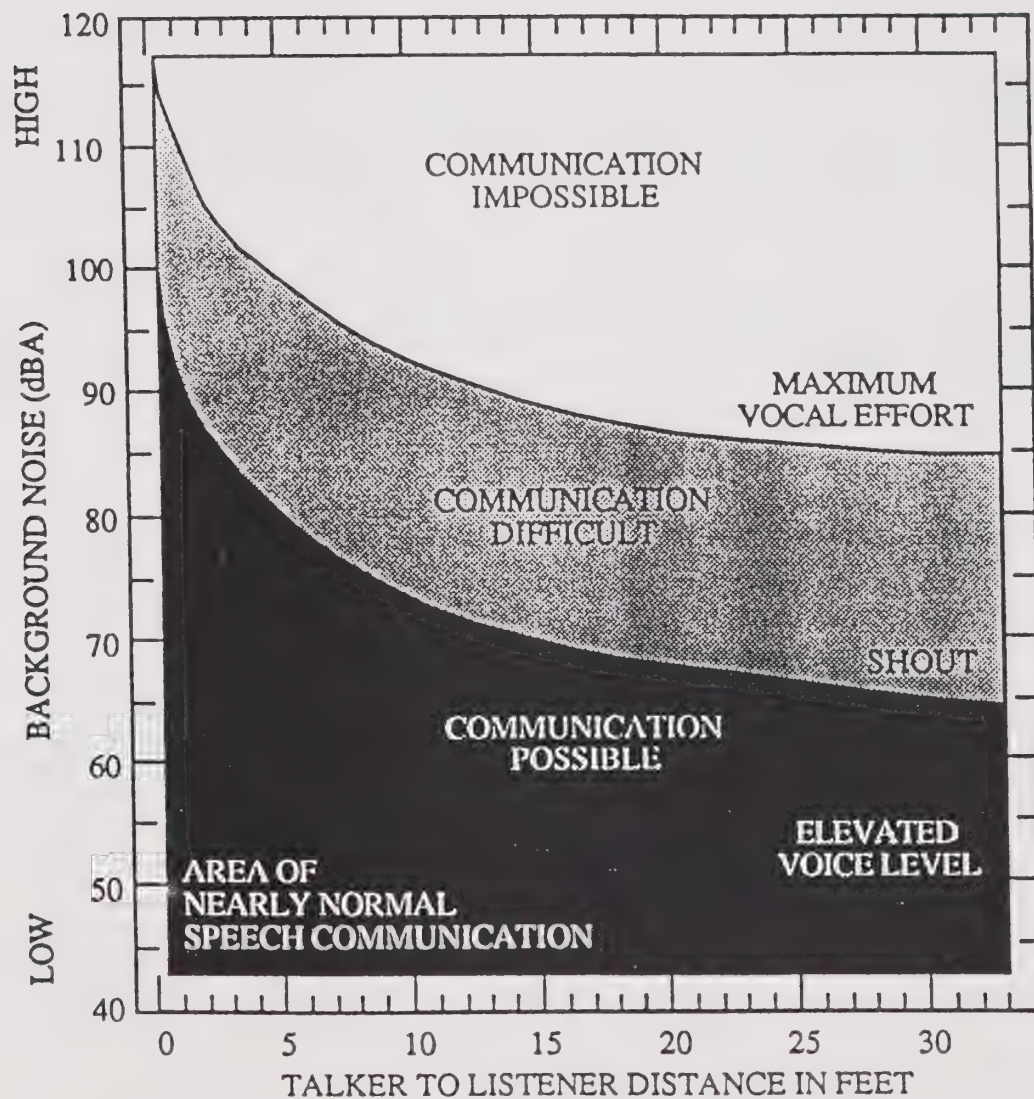
SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, Outdoor Noise in the Metropolitan Environment.  
Published by the City of Los Angeles, 1970, p.2.

*Exhibit 1*

*Typical A-Weighted Sound Levels*







*Exhibit 2*

*Effects of Noise on Speech Interference*



**ANNOYANCE** is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

### 2.2.1 Standards

Community noise is generally not steady state and varies with time. Under conditions of fluctuating noise levels, some type of statistical metric is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the above known effects of noise on people.

Based on these effects, the observation has been made that the potential for noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. These scales are the Equivalent Noise Level (LEQ), the Day Night Noise Level (LDN), and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

**LEQ** is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24 hours.

**LDN** is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most probable activity.

**CNEL** is similar to the LDN scale except that it includes an additional 5 dB penalty for events that occur during the evening (7pm to 10pm) time period. Either LDN or CNEL may be used to identify community noise impacts within the Noise Element. Examples of CNEL noise levels are presented in Exhibit 3.

The public reaction to different noise levels varies from community to community. Extensive research has been conducted on human responses to exposure of different levels of noise. Exhibit 4 relates LDN noise levels (approximately equal to CNEL noise levels) to community response from some of these surveys. Community noise standards are derived from tradeoffs between community response surveys, such as this, and economic considerations for achieving these levels.

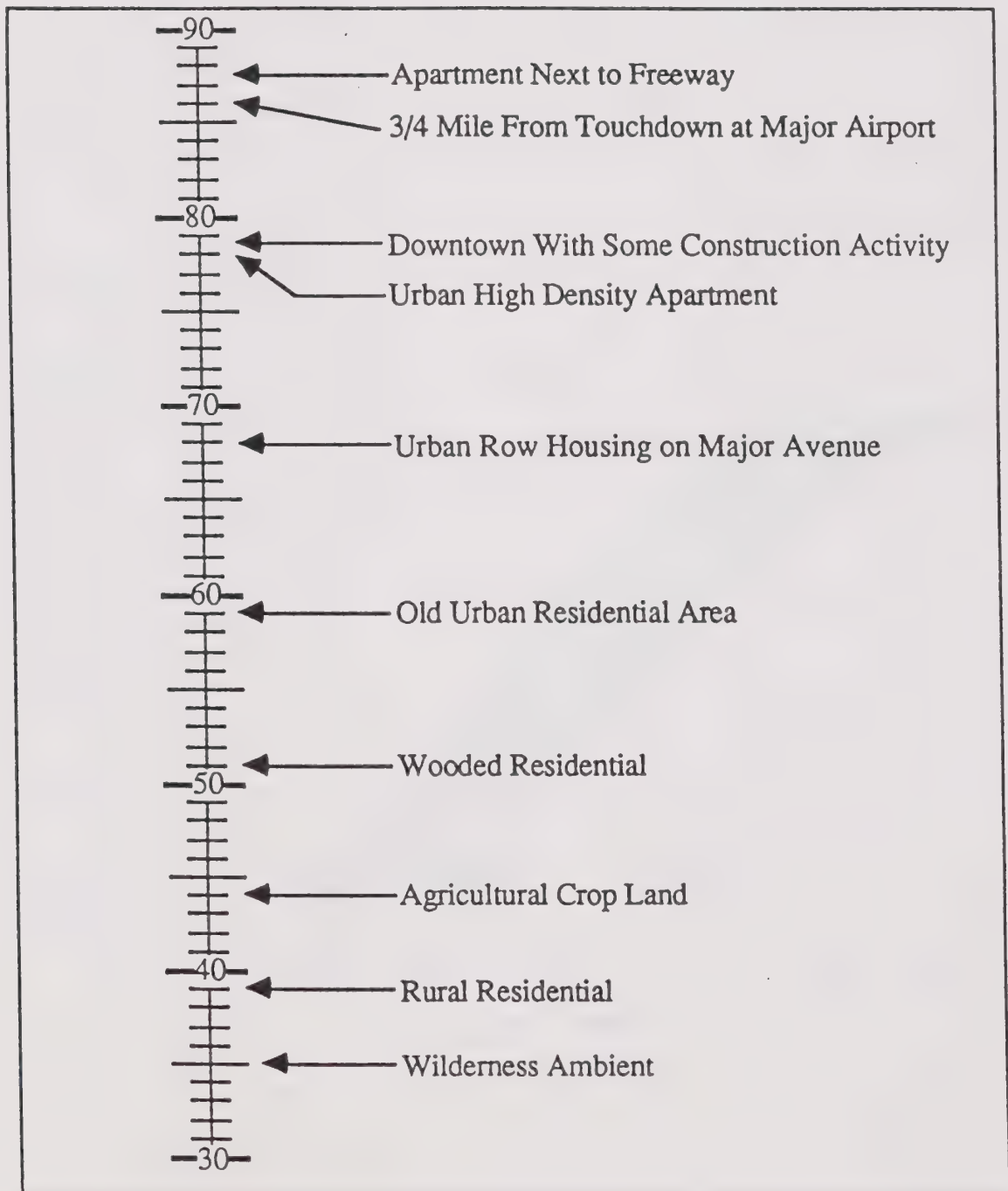
Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the LDN scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). The Percent Noise Level is the level exceeded X% of the time during the measurement period. Examples of various noise environments in terms of the Percent Noise Levels are shown in Exhibit 5.





CNEL

Outdoor Location



*Exhibit 3*

*Typical Outdoor Noise Levels*





## COMMUNITY REACTION

VIGOROUS  
COMMUNITY  
ACTION

SEVERAL  
THREATS  
OF LEGAL  
ACTION, OR  
STRONG  
APPEALS  
TO LOCAL  
OFFICIALS TO  
STOP NOISE

WIDESPREAD  
COMPLAINTS  
OR SINGLE  
THREAT OF  
LEGAL ACTION

SPORADIC  
COMPLAINTS

NO REACTION,  
ALTHOUGH  
NOISE IS  
GENERALLY  
NOTICEABLE

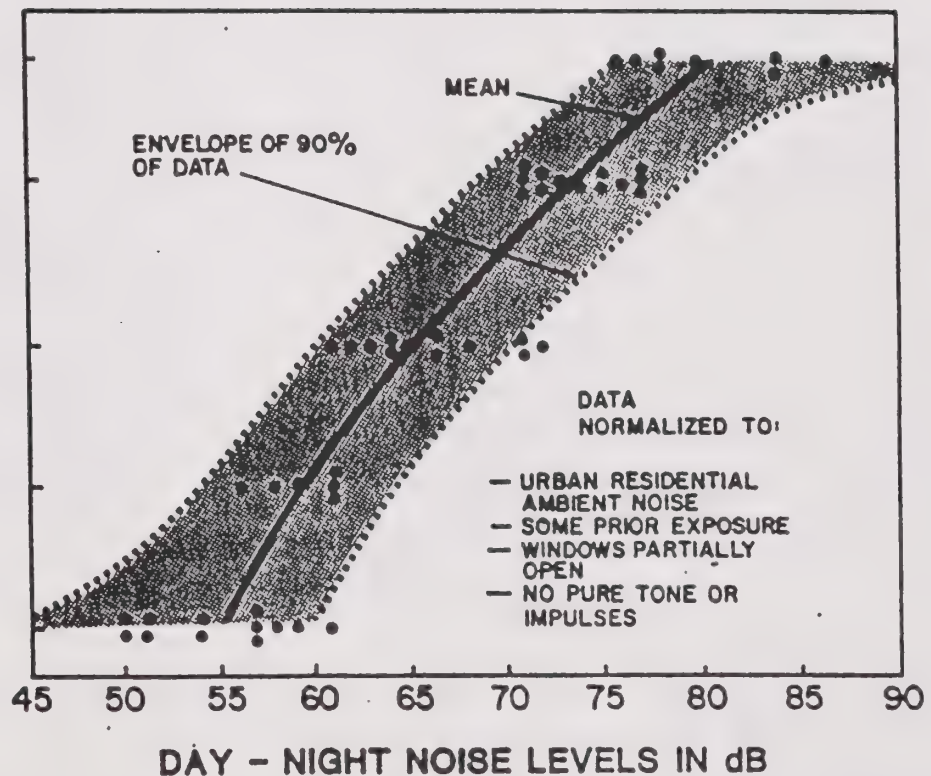
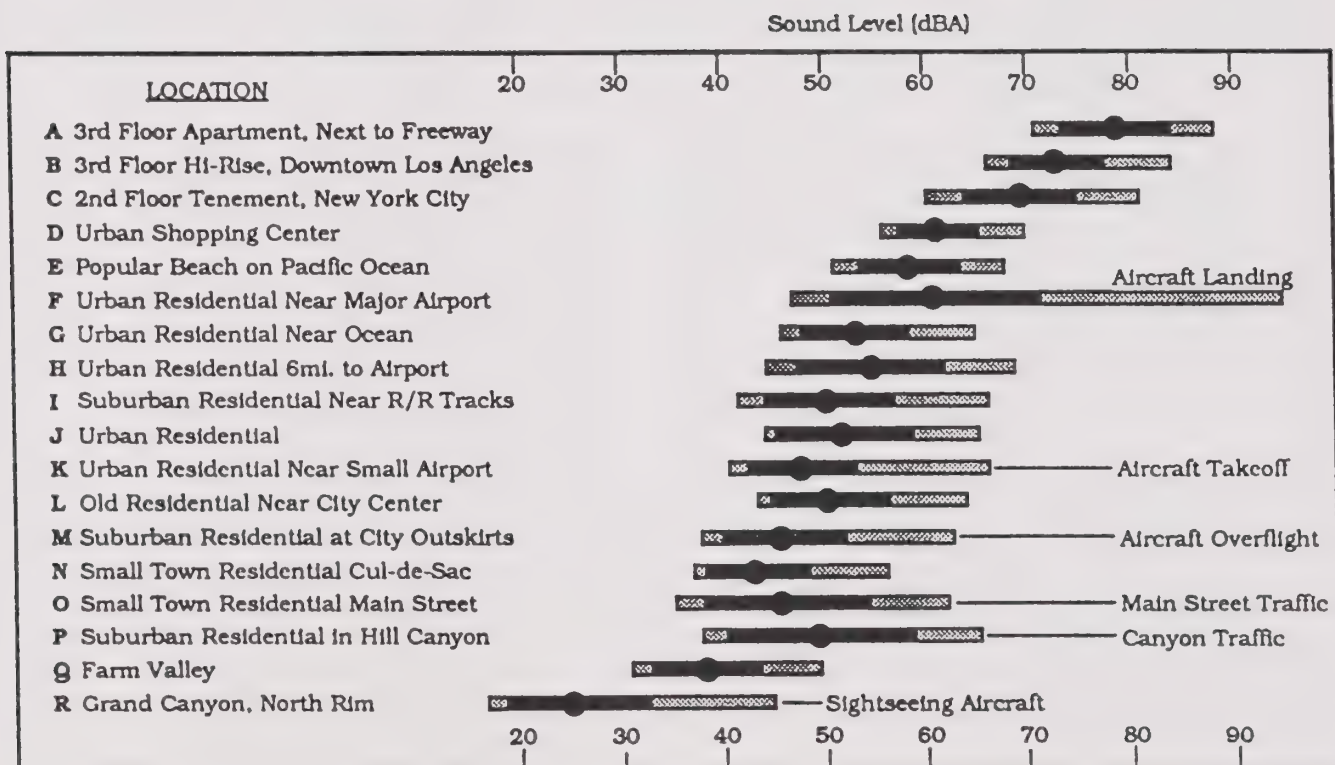


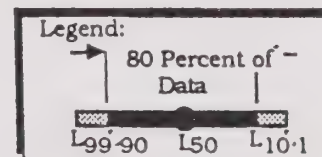
Exhibit 4

Community Reaction Surveys





SOURCE: Community Noise, EPA, 1971



## Exhibit 5

### Daytime Outdoor Noise Levels





Noise Ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from non-transportation related noise sources such as music, machinery and vehicular traffic on private property. Noise Ordinances do not apply to motor vehicle noise on public streets or other transportation related noise sources that are preempted by the State or Federal government.

**Noise/Land Use Compatibility Guidelines** The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. It is from these guidelines and standards, that the City of Rialto Noise Criteria and Standards have been developed. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute, and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as LEQ, LDN or CNEL.

The ENVIRONMENTAL PROTECTION AGENCY published in March 1974 a very important document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). Exhibit 6 presents a table of land uses and requisite noise levels. In this table, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels document" does not constitute a standard, specification, or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The FEDERAL HIGHWAY ADMINISTRATION (FHWA) has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHWA are presented in Exhibit 7 in terms of the maximum one hour Noise Equivalent Level (LEQ). The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 LEQ and an interior goal for residences of 52 LEQ. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The STATE OF CALIFORNIA requires each City and County to adopt Noise Elements of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," (Office of Noise Control, California Department of Health, February 1976). Exhibit 8 presents this recommended matrix.

The CITY OF RIALTO 1985 General Plan Update contains specific guidelines for land use compatibility with community noise environments. These guidelines indicate acceptable and unacceptable noise levels for specific land uses. The 1985 General Plan also includes the County of San Bernardino exterior and interior noise standards. The guidelines define residential exterior noise levels greater than 65 CNEL as "normally unacceptable" while the County has residential exterior noise standard of 60 CNEL.



	Measure	Indoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Outdoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with Outside Space and Farm Residences	Ldn Leq(24)	45	70	45	55	70	55
Residential with No Outside Space	Ldn Leq(24)	45	70	45			
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn Leq(24)	45	70	45	55	70	55
Educational	Ldn Leq(24)	45	70	45	55	70	55
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

**Code:**

- Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- Based on lowest level.
- Based only on hearing loss.
- An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 6 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

\* Refers to energy rather than arithmetic averages.

**SOURCE : EPA**





ACTIVITY CATEGORY	DESIGN NOISE LEVEL - LEQ	DESCRIPTION OF ACTIVITY CATEGORY
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D	-	For requirements of undeveloped lands see FHWA PPM 773.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

*Exhibit 7*

*FHWA Noise Abatement Criteria*



Land Use Category	Community Noise Exposure Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Residential - Multiple Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Transient Lodging - Motels, Hotels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Schools, Libraries, Churches Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Auditoriums, Concert Halls, Amphitheatres	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Golf Courses, Riding Stables Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Office Buildings, Business Commercial and Residential	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Industrial, Manufacturing Utilities Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable

Normally Acceptable

Specified Land Use is Satisfactory, Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.

Conditionally Acceptable

New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.

Normally Unacceptable

New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.

Clearly Unacceptable

New Construction or Development Should Generally not be Undertaken.





### 2.2.2 Methods of Measurement

The noise environment in Rialto was assessed using a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models (it is, of course, impossible to measure future noise levels so we must rely on computer noise models for future noise estimates.) The noise environment is commonly presented graphically in terms of lines of equal noise levels, or contours. The following paragraphs detail the methodology used in the above.

**Measurement Procedure.** Sensitive receptor sites were selected for measurement of the existing noise environment in Rialto. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. The fourteen measurement locations are depicted in Exhibit 9.

The Rialto Noise Element measurement survey utilized the Brüel & Kjær 2231 automated digital noise data acquisition system for short-term (10 min.) LEQ readings. This instrument automatically calculates both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitor was equipped with a Brüel & Kjær 1/2 inch electret microphone and was calibrated with a Brüel & Kjær calibrator with calibrations traceable to the National Bureau of Standards. Calibration for the calibrators are certified through the duration of the measurements by Brüel & Kjær. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

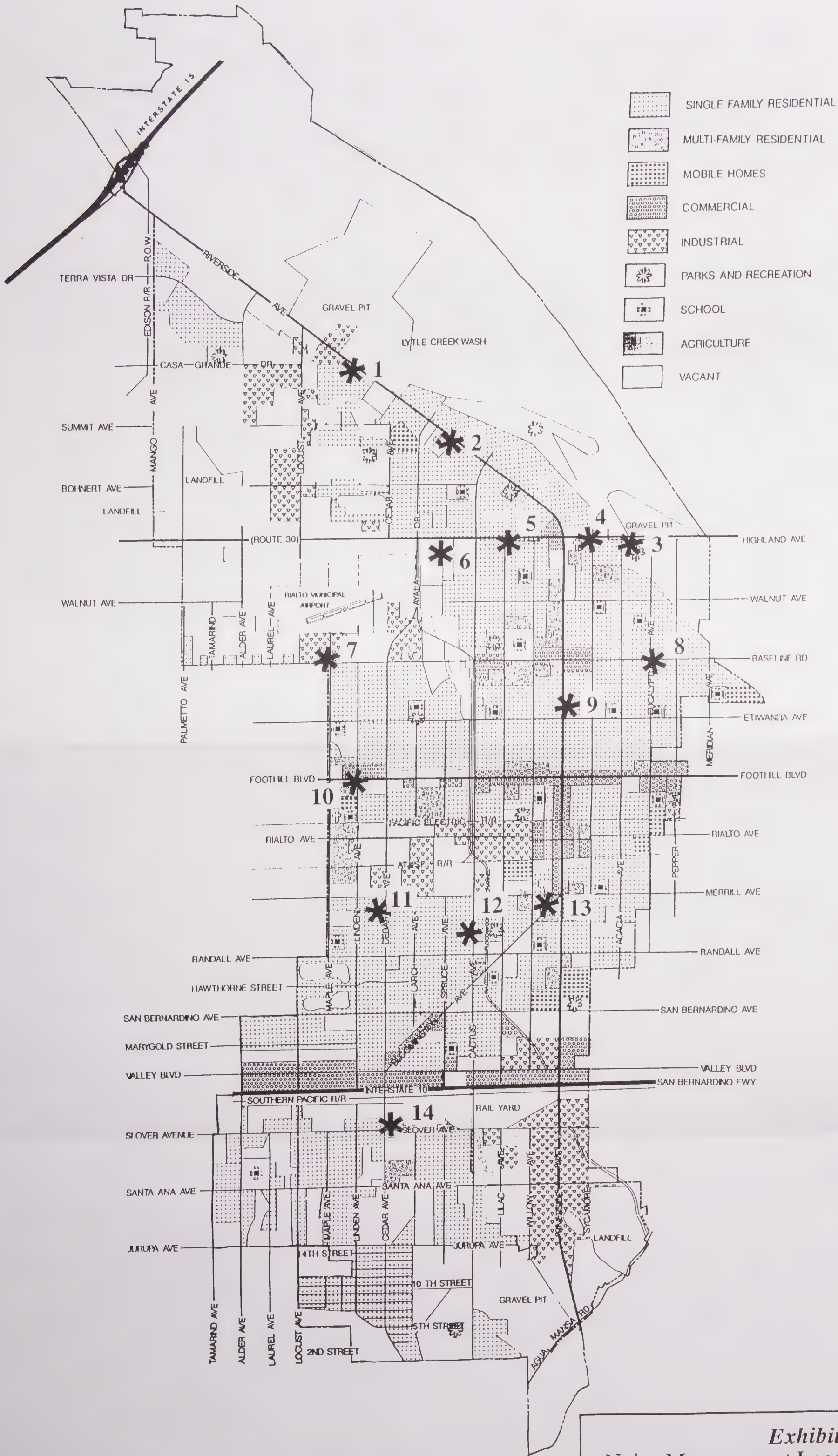
Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second function is to provide empirical data for the correlation and calibration of the computer noise modeled environment. A third important aspect of the survey is to obtain an accurate description of the ambient noise levels in various communities throughout the City. Ambient traffic noise measurements at each site were designed to provide a "snapshot" indication of the traffic noise at the measurement site. (The noise contours based on the CNEL noise scale are perhaps a better indicator of the traffic noise at a given location.) The ambient traffic noise measurements were also used to provide an indication as to the validity of the FHWA traffic noise model used for the CNEL noise projections.

Noise contours for all the major noise sources in Rialto were developed based upon existing traffic conditions. These contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL.) The existing conditions scenario is derived from Rialto General Plan.

## 2.3 EXISTING ACOUSTIC ENVIRONMENT

This section contains a detailed description of the current noise environment within the City. This description of the noise environment includes an identification of noise sources and noise sensitive land uses, a community noise measurement survey, and noise contour maps.





**Exhibit 9**  
Noise Measurement Locations







To define the noise exposure, this section of the report first identifies the major sources of noise in the community. The roadway noise sources in Rialto include: the I-10 and I-15 freeways, major highways such as Route 66 (Foothill Boulevard) and Route 30 (Highland Avenue), and Riverside Avenue. Railroad noise sources include the Santa Fe Railroad and two railroad lines operated by the Southern Pacific Railroad. Aircraft operations at Rialto Municipal Airport also contribute to the existing noise environment. To completely assess the noise environment in the City, noise sensitive receptors must also be identified. As mandated by the State, noise sensitive receptors include, but are not limited to, residential areas, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

### **2.3.1 Noise Sources and Levels**

The predominant land use in the City is residential, and should also be considered the most noise sensitive. Other noise sensitive land uses include schools, churches and parks. Maintenance of a relatively quiet ambience is important to maintaining the overall atmosphere of the area.

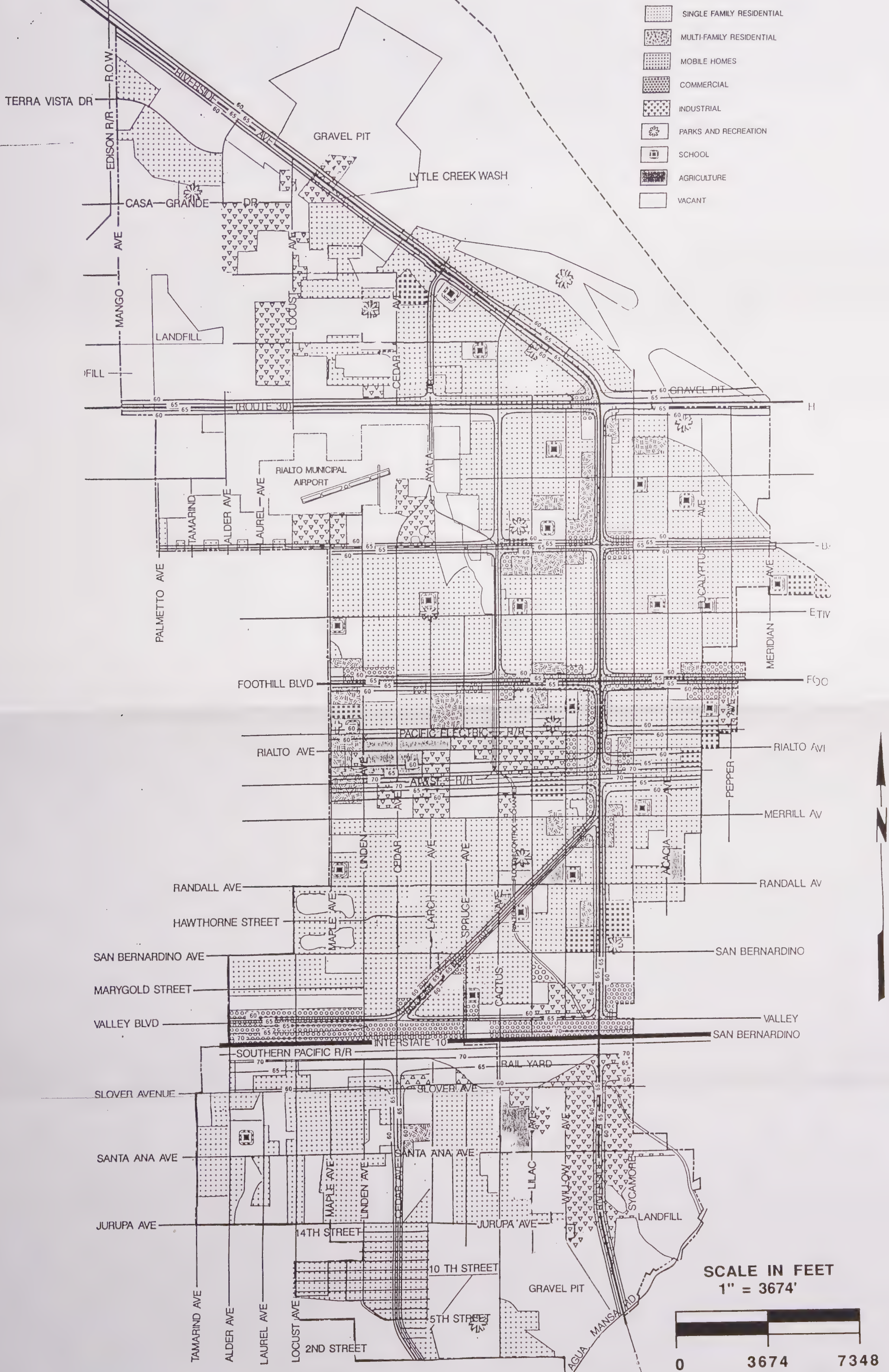
The majority of noise in Rialto originates from motor vehicles. Roadways which currently generate the most noise are the I-10 freeway, Riverside Avenue, Route 30 (Highland Avenue) and Route 66 (Foothill Boulevard.) Although I-15 is a major noise corridor, it is located at the very northern tip of the City and is not adjacent to any sensitive land uses within the City. Other roadways which are considered to be principal arterials and generate significant noise levels include Baseline Road, Ayala Drive, Locust Avenue, Randall Avenue, San Bernardino Avenue, Valley Boulevard, Slover Avenue, Santa Ana Avenue, Jurupa Avenue, Agua Mansa Road, Cedar Avenue, Larch Avenue, Spruce, Cactus Avenue, Lilac Avenue, Willow Avenue, Pepper Avenue and Bloomington Avenue. Other arterials in the City do not have sufficient traffic volumes to generate significant noise impacts, or were not included in the Circulation Element for the City.

The noise environment for Rialto can be described using noise contours developed for the major noise sources within the City. The major noise source impacting the City is traffic noise. Existing and future noise contour maps have been developed for the City as part of this element.

The traffic noise contours for existing conditions are presented in Exhibit 10. (This map is available for review at the City at 1" = 1,000' scale.) The 70 CNEL, 65 CNEL and 60 CNEL contours are shown on the map. The noise contours are also presented in tabular format in Table 4. These traffic noise levels were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in CNEL. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. The traffic volumes used to project these noise levels were obtained from the Circulation Element of the City of Rialto General Plan (Chapter 5.) Table 2 indicates truck mix data for Riverside Avenue, Route 30, Route 66 and I-10 based on traffic counts conducted by Mestre Greve Associates on September 19, 1991 and from the "1988 Annual Average Daily Truck Traffic on the California State Highway System" prepared by the U.S. Department of Transportation in August of 1989. Truck mixes for all other arterials are shown in Table 3.







**Exhibit 10**  
**Existing CNEL Noise Contours**





Table 2  
TRUCK MIX DATA

ROADWAY	% Medium Trucks	% Heavy Trucks
Riverside Avenue		
North of Ayala	2.8	38.9
Ayala to Route 30	9.5	19.0
Route 30 (Highland Avenue		
West of Riverside	5.2	4.8
East of Riverside	5.7	6.4
Route 66 (Foothill Boulevard)		
West of Riverside	2.2	1.8
East of Riverside	3.97	0.92
I-10 Freeway	4.3	7.4

The traffic distribution used in the arterial roadway CNEL calculations are presented below in Table 3. These traffic distribution estimates are based upon traffic surveys, and are considered typical for residential roadways in California.

Table 3  
TRAFFIC DISTRIBUTION PER TIME OF DAY  
IN PERCENT OF ADT FOR ARTERIALS

VEHICLE TYPE	PERCENT OF ADT		
	DAY	EVENING	NIGHT
Automobile	75.51	12.57	9.34
Medium Truck	1.56	0.09	0.19
Heavy Truck	0.64	0.02	0.08

Existing noise contours for the City were generated using the above input data with the FHWA computer noise model. The results shown in Table 4 and Exhibit 10.

Table 4  
EXISTING TRAFFIC NOISE CONTOURS

Roadway	Link	ADT ( in 1000's)	SPEED MPH	Distance to CNEL Contour (feet)		
				70 CNEL	65 CNEL	60 CNEL
Interstate 10	East of Riverside Ave.	31.49	55	132	285	614
Route 30	Sierra to Alder	15.15	50	65	141	303
	Alder to Locust	10.584	50	51	111	238
	Locust to Ayala	14.863	50	64	139	299
	Ayala to Riverside	19.822	50	78	168	362
	Riverside to Pepper	24.486	55	110	236	509
	East of Pepper	28	55	120	258	556
Baseline Road	Sierra to Palmetto	14.988	50	RW	105	225
	Palmetto to Ayala	16.237	50	51	110	238
	Ayala to Cactus	17.846	45	RW	99	213
	Cactus to Riverside	18.735	45	RW	102	220
	East of Riverside	18.735	45	RW	102	220
Foothill Rd	West of Palmetto Ave.	28.5	45	67	144	310
	Palmetto to Ayala	26.5	45	64	137	295
	Ayala to Cactus	26	45	63	135	291
	Cactus to Riverside	24.605	45	60	130	281
	Riverside to Acacia	25.5	45	60	130	280
	Acacia to Pepper	24.4	45	59	126	272
	East of Pepper	25.652	45	61	130	281
Randall Avenue	Maple to Cactus	1.798	40	RW	RW	RW
	East of Cactus	2.123	40	RW	RW	RW
San Bernardino Av.	Alder to Riverside Ave	1.873	40	RW	RW	RW
	East of Riverside	6.245	40	RW	RW	87
Valley Boulevard	West of Linden	20.67	40	RW	90	193
	Linden to Riverside	12.577	40	RW	64	139
	East of Riverside	11.69	40	RW	61	132
Slover Avenue	West of Riverside	5.533	40	RW	RW	80
Santa Ana Avenue	West of Riverside	1.581	40	RW	RW	RW
Jurupa Avenue	East of Cedar	0.79	40	RW	RW	RW
Agua Mansa Road	South of Riverside	7.272	45	RW	54	117
	North of Riverside	3.952	45	RW	RW	78
Ayala Drive	Route 30 to Riverside	3.351	45	RW	RW	70
Locust Avenue	South of Riverside	.53	45	RW	RW	RW
	North of Riverside	.53	45	RW	RW	RW
Sierra Avenue	Baseline to Route 30	5.162	45	RW	RW	93
	Route 30 to Casa Grande	4.493	45	RW	RW	85
	Casa Grande to Riverside	3.656	45	RW	RW	74
Cedar Avenue	Santa Ana to Slover	21.357	45	52	111	240
	South of Santa Ana	10.693	45	RW	70	151
Larch Avenue	Jurupa to Santa Ana	0.381	35	RW	RW	RW
Spruce	Santa Ana to Slover	0.381	40	RW	RW	RW
	Valley to San Bernardino	3.127	40	RW	RW	55

RW - Contour falls on roadway right of way

Table 4 (Continued)  
EXISTING TRAFFIC NOISE CONTOURS

Roadway	Link	ADT	SPEED	Distance to CNEL Contour (feet)		
		( in 1000's)	MPH	70 CNEL	65 CNEL	60 CNEL
Cactus Avenue	Foothill to Baseline	8.936	45	RW	62	134
	South of Jurupa	2.531	45	RW	RW	58
	Baseline to Route 30	7.819	45	RW	57	123
Lilac Avenue	Valley to Foothill	2.401	35	RW	RW	RW
Willow Avenue	Valley to Foothill	3.35	35	RW	RW	RW
Riverside Avenue	Agua Mansa to I-10	19.703	45	RW	106	227
	I-10 to Merrill	24.675	45	57	123	264
	Merrill to Foothill	18	40	RW	82	176
	Foothill to Route 30	11.1113	45	RW	72	155
	Route 30 to Cactus	10.635	50	86	186	400
	Cactus to Ayala	3.68	50	RW	92	197
	Ayala to Locust	3.68	55	63	135	290
	Locust to Sierra	3.62	55	62	133	287
	South of I-10	2.291	45	RW	RW	54
	Valley to San Bernardino	13.9	50	RW	100	215
Bloomington Ave.	San Bernardino to Merrill	6.619	50	RW	61	131

RW - Contour falls on roadway right-of-way

The existing noise contours in Exhibit 10 can be used with a Land/Use Compatibility Matrix to determine the compatibility of the existing land uses with the City's existing noise levels. Exhibit 11 presents criteria used to assess the compatibility of the existing land uses with the existing noise environment. This land/use compatibility matrix was developed based on the old (1985) Noise Element which includes both the City's land/use compatibility guidelines and the County's exterior and interior noise standards. The new land/use compatibility matrix (Exhibit 11) reflects the City guidelines which were adjusted to reflect the County criteria for residential, mobile home, hotel, motel, as well as retail commercial, theatre and restaurant land uses. Thus the resulting land/use compatibility matrix presented in Exhibit 11 takes into account both the City's guidelines and the County's noise standards.

The existing noise contours (Exhibit 10) show that combining the noise levels from the Southern Pacific Railroad line and I-10 traffic results in a major noise corridor. Commercial and industrial land/uses in the vicinity of this noise corridor have a relatively high noise tolerance. According to the compatibility matrix the commercial and industrial land uses along this noise corridor which experience noise levels just greater than 70 CNEL are considered "normally compatible"; new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning, will normally suffice. Other industrial or commercial land uses in the City will be exposed to worse case noise levels less than 70 CNEL and are considered either "normally acceptable" or "clearly compatible" according to the compatibility matrix. The land/use compatibility matrix defines "clearly compatible" as "Specified land use is satisfactory based upon the assumption that buildings involved are of normal conventional construction without any special noise insulation requirements."





LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	<60	<65	<70	<75	<80	
RESIDENTIAL	Single Family, Duplex Multiple Family	A	B	B	C	D	D	D
RESIDENTIAL	Mobile Homes	A	B	B	C	D	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	B	B	C	C	C	D
COMMERCIAL Regional Village District, Special	Commercial Retail, Bank Restaurant, Movie Theatre	A	A	B	B	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices City Office Building	A	A	B	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	A	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing Wholesale, Utilities	A	A	A	B	B	B	C
INSTITUTIONAL General	Hospital, Church, Library Schools' Classroom	A	B	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

#### INTERPRETATION

ZONE A  
CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B  
NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C  
NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D  
CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

\* Construction of new residential uses will be allowed in the 65 CNEL for airport noise.

## Exhibit 11 Noise/Land Use Compatibility Matrix



Residences along some segments of Riverside Avenue (including mobile homes), Route 30, Baseline Road, Bloomington Avenue and Cedar Avenue are exposed to worse case unmitigated traffic noise levels just greater than 65 CNEL. According to the compatibility matrix presented as Exhibit 11, these residences are considered “normally incompatible”; New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Along the I-10/Southern Pacific Railroad noise corridor experience worse case combined noise levels in excess of 70 CNEL. According to the land/use compatibility matrix, these noise levels are “clearly incompatible”; New construction or development should generally not be undertaken. Along some segments of Ayala Drive and Cactus Avenue, existing residences experience traffic noise just greater than 60 CNEL which is considered “normally compatible” according to the compatibility matrix. The contours indicate that other residences throughout the City experience traffic noise levels less than 60 CNEL and are considered “normally compatible” or “clearly compatible” with the existing noise environment.

Other existing land uses such as churches, parks and schools are impacted by traffic noise. The results show that a number of existing churches in the City experience traffic noise levels up to 65 CNEL which is considered “normally incompatible.” Most schools in the City currently experience noise levels less than 60 CNEL and are considered “normally compatible” based on the land/use compatibility matrix. However, schools along Riverside Avenue and Bloomington Avenue experience noise levels up to 65 CNEL, which is considered “normally incompatible.” Parks in the City generally experience noise levels less than 60 CNEL and are considered “clearly compatible.” However, existing parks along Riverside Avenue are exposed to noise levels just greater than 65 CNEL and are considered “normally compatible.”

Although the results show that most residences along major roadways experience traffic noise up to 65 CNEL, it appears that 60 CNEL is a reasonable noise standard for outdoor living areas for two main reasons. First, most homes along major roadways experience noise levels only slightly above 65 CNEL. Secondly, a 60 CNEL standard is also consistent with the County’s noise standards for residential outdoor living areas. However, as with the County’s standard, the City’s standard allows for a 65 CNEL exterior residential standard if a 60 CNEL level cannot be achieved with a 6 foot noise barrier. Therefore it appears that 60 CNEL (conditional) for outdoor living areas and 45 CNEL for indoor areas is a reasonable noise standard for new developments, and a reasonable long term goal for existing residential areas.

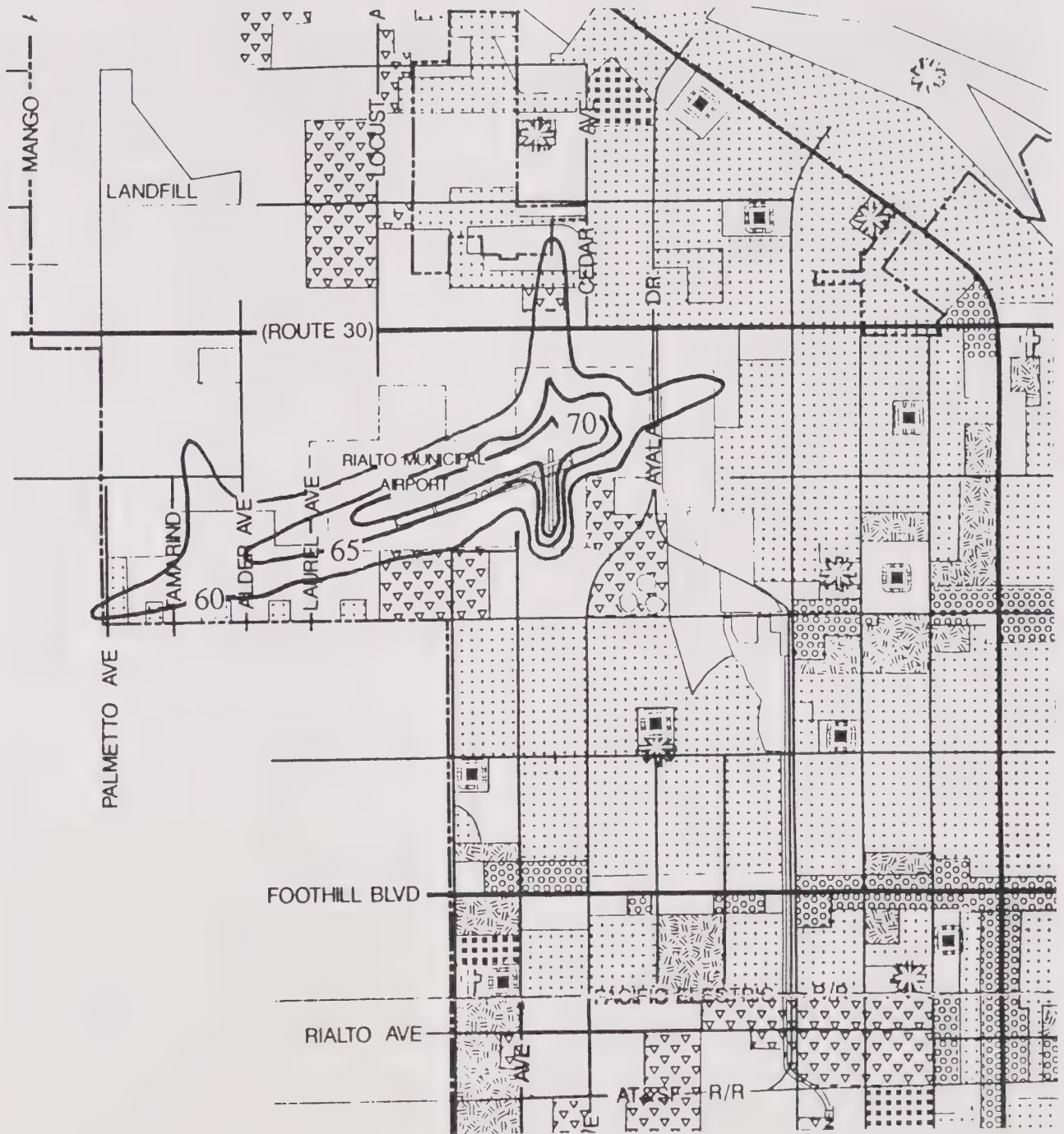
### **2.3.2 Railroad Noise**

Railroad operations and the resulting train noise within the Rialto General Plan Area are confined to the activities of the Southern Pacific Railroad and the Santa Fe Railroad. The Southern Pacific Railroad is located in the southern portion of the City just south of and parallel to I-10. The Southern Pacific’s new West Colton Classification Yard is located between Cedar Avenue and Riverside Avenue. Two other railroad lines also run through the City. The AT&SF Railroad line runs south of and parallel to Rialto Avenue, and the Pacific Electric Railroad line runs parallel to and just north of Rialto Avenue. The Pacific Electric line is currently owned by Southern Pacific Railroad. The Southern Pacific Railroad along I-10 is the busiest railroad in the City with the AT&SF line being the second busiest. The Pacific Electric railroad line is the least busy with only 2 operations per day.

Residences adjacent to the Santa Fe Railroad, Southern Pacific Railroad and the Pacific Electric Railroad are impacted by train noise. The "Assessment of Noise Environments Around Railroad Operations," (Wyle Laboratories Report WCR-73-5, July 1973) along with measurements were







*Exhibit 12*  
Aircraft CNEL Noise Contours (1990)



used to determine the train noise levels. The noise generated by a train pass-by can be divided into two components; that generated by the engine or locomotive, and that due to the railroad cars. The characteristic frequency of the engine is different than that for the cars. The effective radiating frequency is 1000 Hz for the locomotive engines, and 2000 Hz for the portion of the noise generated by the cars. The noise generated by the engine is the result of the mechanical movements of the engine parts, the combustion process, the horn if used, and to a lesser extent the exhaust system. The noise generated by the cars is a result of the interaction between the wheels and the railroad tracks. A zero source height is used for the car noise representing wheel/track noise. A source height of 10 feet above the track is utilized for the locomotive indicative of engine and exhaust noise. The train noise levels are calculated by summing the noise generated by the locomotive and the noise generated by the cars.

Train operation data were obtained from Mr. Robb Harris at the Southern Pacific Railroad office, and David Davies at the Santa Fe Railroad Office on September 18, 1991. Train operations for the Pacific Electric line were obtained from Derrin Kettle at the City of Rialto Economic Development Department on September 24, 1991. Both the Southern Pacific Railroad and the Santa Fe Railroad line operations include freight and Amtrak operations. The Pacific Electric line runs only local-freight operations. The Southern Pacific Railroad operates trains with an average of 86 cars per train for freight and 42 cars per train for local-freight. The AT&SF Railroad operates trains with an average of 99 cars per train for freight and 6 cars per train for local-freight. The existing Pacific Electric line trains are typically 4 cars per train. Amtrak trains will average 4 cars per train. Freight trains will travel at an average speed of 30 miles per hour on the Southern Pacific Railroad line and 50 mile per hour on the AT&SF Railroad line. Table 5 shows the time distribution of the trains.

Table 5  
TRAIN TIME DISTRIBUTION

TIME PERIOD	----NUMBER OF TRAINS----		
	Freight Train	Local Freight	Amtrak
SOUTHERN PACIFIC RAILROAD			
Day	13	2	0
Evening	13	2	0
Night	14	2	1
SANTA FE RAILROAD			
Day	4	4	0
Evening	5	0	1
Night	5	0	1
PACIFIC ELECTRIC RAILROAD			
Day	0	1	0
Evening	0	0	0
Night	0	1	0

The operational data was utilized in conjunction with the Wyle Model to project existing train noise levels on the project site. The results of the train noise projections are displayed in Table 6 in terms of the 60, 65 and 70 CNEL noise levels at the distances from the centerline of the tracks. The noise projections do not include the effects of topography or barriers which may reduce the noise levels

Table 6  
 RAILROAD NOISE LEVELS

RAILROAD LINE	Distance to CNEL Contour From Centerline of Railway (Feet)		
	70 CNEL	65 CNEL	60 CNEL
Southern Pacific Railroad	345	635	1,160
Santa Fe Railroad	198	365	680
Pacific Electric Railroad	21	74	200

The results in Table 6 and Exhibit 10 indicate that the commercial and industrial land uses adjacent to the Southern Pacific railroad tracks are considered "normally compatible" based on the land/use compatibility matrix shown in Exhibit 11. All other commercial and industrial land uses in the City experience train noise levels less than 65 CNEL which are considered "normally compatible" or "clearly compatible."

The existing contours indicate that the nearest existing residences along the south side of the Southern Pacific Railroad experience train/I-10 combined unmitigated noise levels in excess of 70 CNEL which is considered "clearly incompatible" based on the land/use compatibility matrix shown in Exhibit 11. However, most of the existing residences along Slover Avenue experience train/I-10 combined noise levels less than 65 CNEL which is considered "normally incompatible." Along the Santa Fe Railroad residences including mobile homes experience worse case train noise levels greater than 70 CNEL which is considered "clearly incompatible." Along the Pacific Electric Railroad existing residences including mobile homes experience train noise just greater than 60 CNEL which is considered "normally compatible."

Other sensitive land uses exposed to train noise include schools, churches and parks. Most schools adjacent to the railroad tracks fall outside the 60 CNEL train noise contour and are considered "normally acceptable." However, the results show that the school located west of Linden and just north of the Pacific Electric tracks experiences greater than 60 CNEL due to train noise which the City guidelines define as "normally incompatible." These noise levels are also considered "normally incompatible" for the existing church adjacent to the school. Most parks in the City are not exposed to train noise. However, the park adjacent to the Pacific Electric Railroad experiences train noise less than 65 CNEL which is considered "clearly compatible" based on the land/use compatibility matrix.

Train noise from the Southern Pacific Classification Yard impacts residences in the vicinity of Slover between (Cactus Avenue and Cedar Avenue.) The noise levels generated from car movements and car stops were measured on September 26, 1991. Maximum noise levels due to train cars squeaking to a halt were measured with the same B&K monitoring equipment described previously. The results are shown below in Table 7.



Table 7  
MAXIMUM NOISE LEVELS DUE TO CAR MOVEMENTS  
AT THE SOUTHERN PACIFIC CLASSIFICATION YARD

Time	Distance	Lmax	Lmax (@ 100')
3:28 p.m.	3,357	84.2	114.8

The data in Table 2 was interpolated to project maximum train noise levels at the adjacent residences. The results indicate that the residences experience maximum train noise up to 84.2 Lmax. If the City decides to adopt a Noise Ordinance, this community Noise Ordinance should be applied to control noise impacts due to train yard noise on adjacent residences.

### 2.3.3 Existing Aircraft Noise Levels

The Rialto Municipal Airport is located in the northwest corner of the City. This airport operates general aviation aircraft including single-engine propeller, multi-engine propeller, helicopters and business jets. The airport's overflight impacts are concentrated along the typical or median traffic pattern flight tracks. With the traffic pattern located only on the north side of the airport, the resulting impacts on the south side are minimal.

The 1990 aircraft noise contours for the Rialto Municipal Airport are shown in Exhibit 12. The contours are taken from the Preliminary Update of the Rialto Municipal Airport Master Plan prepared by Stanley, Franzoy and Corey Engineering Company (obtained on October 4, 1991.) The contours indicate that most residences in the vicinity of the airport are outside of the 60 CNEL contour except for a few residences to the north and southwest of the airport. The land/use compatibility matrix shown in Exhibit 11 indicates that the residences are "clearly compatible" or "normally compatible" with the existing aircraft noise levels. All other land uses in the vicinity of the airport are "clearly compatible."

It should be noted that helicopter flights currently comprise 40 percent of the airport's total aircraft operations. Most of the helicopter flights are associated with the helicopter flight school at the airport. The flight school training involves a two step process in which the students first learn to fly small Piper-Cub single engine fixed wing aircraft and enter helicopter flight training. The airport noise contours in Exhibit 12 reflect all helicopter operations associated with helicopter flight training.

### 2.3.4 Noise Sensitive Land Uses

The most noise sensitive land use in Rialto is residential development. It is considered especially noise sensitive because (1) considerable time is spent by individuals at home, (2) significant activities occur outdoors, and (3) sleep disturbance is most likely to occur in a residential area. Additionally, the City of Rialto has a number of public and private educational facilities, churches, and parks that are considered noise sensitive. These facilities are generally spread evenly throughout the City.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contour lines shown in Exhibit 10 are the 60 and 65 CNEL traffic noise and railroad noise contours. The noise contours presented should

be used as a guide for land use planning. The 55 CNEL contour defines the Noise Referral Zone. This is the noise level for which noise considerations should be included when making land use policy decisions. The 60 CNEL contour describes the areas for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Noise Element are achieved.

## 2.4 FUTURE ACOUSTIC ENVIRONMENT

### 2.4.1 Noise Sources and Levels

Future traffic noise levels have been computed using the FHWA Highway Traffic Noise Prediction Model with projected traffic volumes presented in the Circulation Element. Table 8 and Exhibit 13 show the future buildout traffic noise contours along the City's principal highways and arterials that are projected to occur following buildout of the proposed general plan.

Table 8  
PROPOSED GENERAL PLAN BUILDOUT TRAFFIC NOISE CONTOURS

Roadway	Link	ADT ( in 1000's)	SPEED MPH	Distance to CNEL Contour (feet)		
				70 CNEL	65 CNEL	60 CNEL
Interstate 10	East of Riverside Ave.	67.5	55	220	474	1020
	Sierra to Alder	46.2	50	137	295	636
Route 30	Alder to Locust	41.6	50	128	275	594
	Locust to Ayala	45.9	50	136	294	634
	Ayala to Riverside	34.8	50	114	245	527
	Riverside to Pepper	52.5	55	182	393	846
	East of Pepper	56.0	55	190	410	883
	Sierra to Palmetto	30.0	50	77	166	358
Baseline Road	Palmetto to Ayala	30.2	50	77	167	360
	Ayala to Cactus	36.8	45	74	160	345
	Cactus to Riverside	37.7	45	76	163	351
	East of Riverside	33.7	45	70	151	326
Foothill Rd	West of Palmetto Ave.	50.5	45	98	210	453
	Palmetto to Ayala	46.9	45	93	200	432
	Ayala to Cactus	46.1	45	92	198	426
	Cactus to Riverside	43.6	45	89	191	411
	Riverside to Acacia	45.2	45	88	190	410
	Acacia to Pepper	43.2	45	86	185	398
	East of Pepper	42.7	45	85	183	394
	Maple to Cactus	10.8	40	RW	58	125
Randall Avenue	East of Cactus	11.1	40	RW	59	128
	San Bernardino Av.	9.9	40	RW	55	118
	Alder to Riverside Ave	12.2	40	RW	63	136
	East of Riverside	12.2	40	RW	63	136
Valley Boulevard	West of Linden	31.7	40	55	119	257
	Linden to Riverside	20.6	40	RW	90	193
	East of Riverside	19.7	40	RW	87	187
	West of Riverside	11.5	40	RW	61	131

RW - Contour falls on roadway right-of-way

Table 8 (Continued)  
PROPOSED GENERAL PLAN BUILDOUT TRAFFIC NOISE CONTOURS

Roadway	Link	ADT ( in 1000's)	SPEED MPH	Distance to CNEL Contour (feet)		
				70 CNEL	65 CNEL	60 CNEL
Santa Ana Avenue	West of Riverside	5.6	40	RW	RW	81
Jurupa Avenue	East of Cedar	1.8	40	RW	RW	RW
Agua Mansa Road	South of Riverside	12.3	45	RW	77	166
	North of Riverside	5.0	45	RW	RW	91
Ayala Drive	Route 30 to Riverside	17.4	45	RW	97	209
Locust Avenue	South of Riverside	13.5	45	RW	82	177
	North of Riverside	10.5	45	RW	69	150
Sierra Avenue	Baseline to Route 30	11.2	45	RW	72	156
	Route 30 to Casa Grande	17.5	45	RW	98	210
	Casa Grande to Riverside	16.7	45	RW	94	203
Cedar Avenue	Santa Ana to Slover	37.8	45	76	163	351
	South of Santa Ana	24.7	45	57	123	264
Larch Avenue	Jurupa to Santa Ana	2.4	35	RW	RW	RW
Spruce	Santa Ana to Slover	2.4	40	RW	RW	RW
Cactus Avenue	Foothill to Baseline	44.9	45	85	183	394
	South of Jurupa	5.4	45	RW	RW	96
	Foothill to I-10	23.1	45	55	117	253
	Baseline to Route 30	32.8	45	69	148	320
Lilac Avenue	Valley to Foothill	7.4	35	RW	RW	78
Willow Avenue	Valley to Foothill	9.4	35	RW	RW	91
Riverside Avenue	Agua Mansa to I-10	34.9	45	72	155	333
	I-10 to Merrill	43.7	45	83	179	387
	Merrill to Foothill	31.9	40	56	120	258
	Foothill to Route 30	19.1	45	RW	103	223
	Route 30 to Cactus	21.6	50	138	298	642
	Cactus to Ayala	17.7	50	121	261	561
	Ayala to Locust	18.7	55	185	398	858
	Locust to Sierra	25.6	55	228	492	1059
Pepper Avenue	South of I-10	4.3	45	RW	RW	82
Bloomington Ave.	Valley to San Bernardino	24.7	50	68	146	314
	San Bernardino to Merrill	14.2	50	RW	101	217

RW - Contour falls on roadway right-of-way

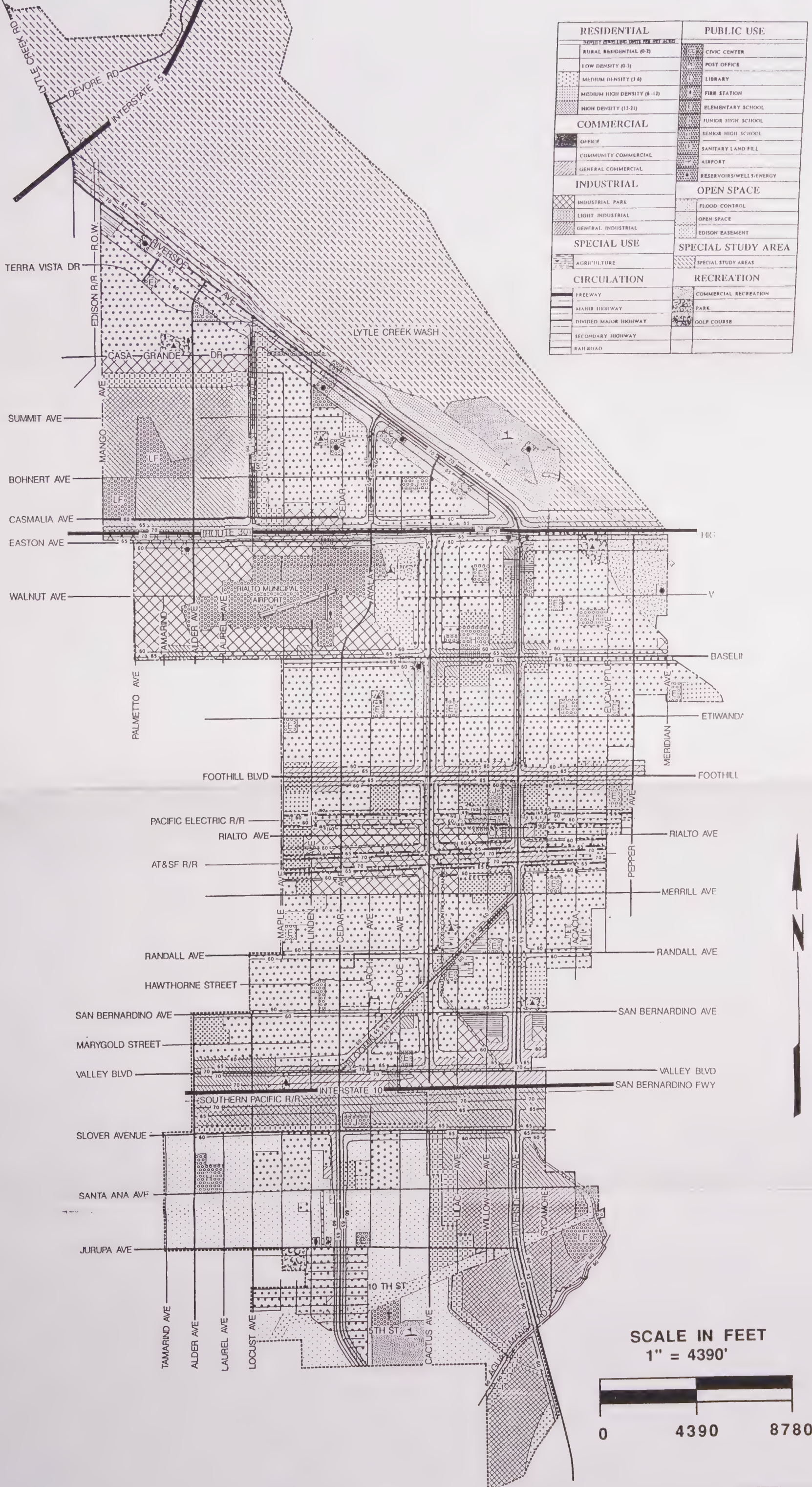
Land use compatibility was assessed by comparing future traffic noise levels represented in Table 8 and Exhibit 13 with the land/use compatibility matrix presented in Exhibit 11. This land/use compatibility matrix indicates acceptable limits of noise recommended for the City.

Based on future traffic levels shown in Exhibit 13 the only areas of the City that will experience future traffic noise levels in excess of 70 CNEL are along I-10, Riverside Avenue (north of Route 30), and Route 30 (east and west of Riverside Avenue.) Areas along other principal arterials in the City will generally experience future traffic noise levels just greater than 65 CNEL.

Industrial and commercial land uses have a high noise tolerance compared to more sensitive land uses such as residential. Along the I-10/Southern Pacific Railroad noise corridor







TRAIN NOISE WITH METRO-LINK OPERATIONS

*Exhibit 13*  
Future CNEL Noise Contours





commercial and industrial land uses will experience combined noise levels in excess of 70 CNEL which is considered “normally compatible”; new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. However, the majority of industrial land uses are planned in the southern portion of the City south of I-10 and will experience traffic noise levels just greater than 65 CNEL which is also considered “normally compatible” based on the land/use compatibility matrix presented in Exhibit 11. Most of the proposed commercial land use areas are planned along Foothill Boulevard and Baseline Road and will experience traffic noise levels just exceeding 65 CNEL which are “normally compatible.”

The future noise contours show that residential land uses will experience traffic noise levels exceeding 70 CNEL only along Riverside Avenue and Route 30. These land uses are considered “clearly incompatible”; new construction or development should generally not be undertaken. Therefore, future planning for the City should be directed at reducing noise levels along Riverside Avenue and Route 30 and limiting the future siting of noise sensitive land uses along both of these roadways. Residential areas planned along other principal arterials in the City will experience traffic noise levels just greater than 65 CNEL which is considered “normally incompatible.” Exterior mitigation through site design or noise barriers will likely be required for these areas. Residences along most other roadways in the City will experience traffic noise levels less than 65 CNEL which is considered “normally compatible” or “clearly compatible” based on the land/use compatibility matrix. The land/use compatibility matrix defines “normally compatible” as: new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. “Clearly compatible” is defined as: specified land use is satisfactory based upon the assumption that buildings involved are of normal conventional construction without any special noise insulation requirements.

Sensitive land uses such as parks, churches and schools will be impacted by future traffic noise. Park land uses in the City will generally experience traffic noise up to but generally less than 70 CNEL throughout the City which is considered “normally compatible.” However, future planning for the City should be directed at reducing noise levels along Riverside Avenue and Route 30 and limiting the future siting of parks along both of these roadways. Existing schools along Riverside Avenue (north of Route 30) will experience future traffic noise up to 70 CNEL which is considered “normally incompatible.” However, most of the new schools planned for the City will experience traffic noise less than 65 CNEL which is considered “normally compatible” based on the land/use compatibility matrix. New churches are planned for the City will experience traffic noise levels less than 65 CNEL which is considered “normally compatible.” However, existing churches along principal arterials will experience traffic noise levels in excess of 65 CNEL which is considered “normally incompatible.”

The future increase in traffic noise due to General Plan Buildout conditions is shown in Table 9. The table shows future (year 2010) increase in traffic noise over existing (1990) conditions.

Table 9  
 FUTURE INCREASE IN TRAFFIC NOISE OVER EXISTING

Roadway	Link	Change in CNEL Noise Level (dBA) Over Existing
Interstate 10	East of Riverside Ave.	3.3
Route 30	Sierra to Alder	4.8
	Alder to Locust	5.9
	Locust to Ayala	4.9
	Ayala to Riverside	2.4
	Riverside to Pepper	3.3
	East of Pepper	3.0
Baseline Road	Sierra to Palmetto	3.0
	Palmetto to Ayala	2.7
	Ayala to Cactus	3.1
	Cactus to Riverside	3.0
	East of Riverside	2.6
Foothill Rd	West of Palmetto Ave.	2.5
	Palmetto to Ayala	2.5
	Ayala to Cactus	2.5
	Cactus to Riverside	2.5
	Riverside to Acacia	2.5
	Acacia to Pepper	2.5
	East of Pepper	2.2
Randall Avenue	Maple to Cactus	7.8
	East of Cactus	7.2
San Bernardino Av.	Alder to Riverside Ave	7.2
	East of Riverside	2.9
Valley Boulevard	West of Linden	1.9
	Linden to Riverside	2.1
	East of Riverside	2.3
Slover Avenue	West of Riverside	3.2
Santa Ana Avenue	West of Riverside	5.5
Jurupa Avenue	East of Cedar	3.6
Agua Mansa Road	South of Riverside	2.3
	North of Riverside	1.0
Ayala Drive	Route 30 to Riverside	7.4
Locust Avenue	South of Riverside	14.0
	North of Riverside	12.9
Sierra Avenue	Baseline to Route 30	3.3
	Route 30 to Casa Grande	5.9
	Casa Grande to Riverside	6.6
Cedar Avenue	Santa Ana to Slover	2.5
	South of Santa Ana	3.6



Table 9  
FUTURE INCREASE IN TRAFFIC NOISE OVER EXISTING

Roadway	Link	Change in CNEL Noise Level (dBA) Over Existing
Larch Avenue	Jurupa to Santa Ana	8.0
Spruce	Santa Ana to Slover	8.0
Cactus Avenue	Foothill to Baseline	7.0
	South of Jurupa	3.3
	Baseline to Route 30	6.2
Lilac Avenue	Valley to Foothill	4.9
Willow Avenue	Valley to Foothill	4.5
Riverside Avenue	Agua Mansa to I-10	2.5
	I-10 to Merrill	2.5
	Merrill to Foothill	2.5
	Foothill to Route 30	2.4
	Route 30 to Cactus	3.1
	Cactus to Ayala	6.8
	Ayala to Locust	7.1
	Locust to Sierra	8.5
Pepper Avenue	South of I-10	2.7
Bloomington Ave.	Valley to San Bernardino	2.5
	San Bernardino to Merrill	3.3

In community noise assessment changes in noise levels greater than 3 dBA are often identified as significant, while changes less than 1 dBA will not be discernible to local residents. In the range of 1 to 3 dBA residents who are very sensitive to noise may perceive a slight change. No scientific evidence is available to support the use of 3 dBA as the significance threshold. In laboratory testing situations humans are able to detect noise level changes of slightly less than 1 dBA. However, in a community noise situation the noise exposure is over a long time period, and changes in noise levels occur over years, rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people.

Table 9 indicates that a number of roadway segments along I-10, Route 30, Baseline Road, Randall Avenue, San Bernardino Avenue, Slover Avenue, Santa Ana Avenue, Jurupa Avenue, Ayala Drive, Locust Avenue, Sierra Avenue, Cedar Avenue, Larch Avenue, Spruce, Cactus Avenue, Lilac Avenue, Willow Avenue, Riverside Avenue and Bloomington Avenue will experience traffic noise increases greater than 3 dB due to the future increase in traffic.

### 2.4.3 Railroad Noise

Train noise levels are not expected to change for the Southern Pacific Railroad. However, future commuter operations associated with the Metro-Link commuter train will be added to either the Santa Fe Railroad line or the Pacific Electric Railroad line resulting in a corresponding increase in train noise. According to Derrin Kettle of the Rialto Economic Development no decision has been reached on which railroad line will be used. The train input data for the two alternatives for the Metro-Link service are given in Table 10.

Table 10  
TRAIN TIME DISTRIBUTION ALTERNATIVES

TIME PERIOD	----NUMBER OF TRAINS----		
	Freight Train	Local Freight	Amtrak/Commuter
AT&SF RAILROAD ALTERNATIVE*			
<i>Day</i>	4	4	12
<i>Evening</i>	5	0	5
<i>Night</i>	5	0	2
PACIFIC ELECTRIC RAILROAD ALTERNATIVE*			
<i>Day</i>	0	1	12
<i>Evening</i>	0	0	4
<i>Night</i>	0	1	1

\* Train operations data only if Metro-Link operates on this railroad line.

The train input data shown in Section 2.3.2 used with the above operations data to model future train noise as shown in Exhibit 13. Solid contour lines represent the the future train noise without the additional Metro-Link operations. Dashed contour lines represent future train noise levels with the Metro-Link operations. It should be noted that the Metro-Link will only operate on one railroad or the other, but not both railroads. Therefore, dashed contours for a given railroad line will only be valid if the railroad serves the Metro-Link commuter train. That is, for the railroad without the Metro-Link operations, the solid noise contour lines apply.

The results in Exhibit 13 and Table 9 indicate that for the Santa Fe Railroad Alternative future train noise levels will not change significantly due to the Metro-Link operations. However, for the Pacific Electric Railroad Alternative train noise levels will increase by at least 5 dB due to the additional Metro-Link commuter train operations. This noise increase will result in future train noise levels up to 65 CNEL at the adjacent residences. For this reason the Santa Fe Railroad appears to be the much preferred alternative for Metro-Link operations. In addition, this railroad is currently in full operation and in good condition as opposed to the Pacific Electric line, which will require significant upgrading before commuter operations would be possible.

The future train noise contours indicate that church, park, residential and industrial land uses planned along the Pacific Electric railroad will experience up to 65 CNEL with the Metro-Link and up to 60 CNEL without the Metro-Link operations. However, the adjacent residences, church and park will experience train noise levels which are considered "normally incompatible" for future conditions with or without the Metro-Link operations.

Land uses adjacent to the Santa Fe railroad line will experience a train noise level increase less than 1 dB due to the Metro-Link operations, if this railroad line is chosen instead of the Pacific Electric line. This noise increase would not be discernible and thus not significant. The industrial land uses planned along the Santa Fe railroad have a relatively high noise tolerance and will experience train noise levels just greater than 70 CNEL which is considered "normally compatible" based on the land/use compatibility matrix. These noise levels are considered "clearly incompatible" with the existing residential land uses adjacent to this railroad. Therefore, future planning for the City should be directed at limiting the future siting of noise sensitive land uses along this railroad.



The train noise due to the Southern Pacific Railroad combines with the future traffic from I-10 resulting in a major noise corridor. Industrial and commercial land uses planned along this railroad have a high noise tolerance and are considered "normally compatible." The nearest homes will experience combined noise levels just above 65 CNEL which is considered "normally incompatible." Bloomington Junior High School will experience combined noise levels in excess of 65 CNEL which is considered "normally incompatible." Other sensitive land uses in the vicinity of this noise corridor are set back such that they experience less than 65 CNEL.

Train noise from the Southern Pacific Classification Yard will continue to impact residences along Slover between (Cactus Avenue and Cedar Avenue.) The noise levels generated from car movements and car stops is not expected to change significantly in the future. Homes will continue to experience the maximum noise levels discussed in Section 2.3.2. The adopted community Noise Ordinance should be used to control noise impacts due to train yard noise on adjacent residences.

#### **2.4.4 Future Aircraft Noise Levels**

Aircraft operations will increase resulting in increased aircraft noise levels from the Rialto Municipal Airport. The future airport noise contours are shown in Exhibit 14. The airport's overflight impacts will continue to be concentrated along the typical or median traffic pattern flight tracks. The noise impacts on the south side of the airport will remain minimal due to the north side flight pattern.

The aircraft noise contours (year 2010) for the Rialto Municipal Airport are shown in Exhibit 14. The contours are taken from the Preliminary Update of the Rialto Municipal Airport Master Plan (obtained October 4, 1991.) Exhibit 14 shows that future aircraft noise levels will be minimal and occur only in those areas closest to the airport. The future aircraft noise levels around the airport vicinity will range from 70 to 60 CNEL. Most of the area around the airport is zoned for industrial which has a high noise tolerance and is considered "normally compatible." However, some residential to the north and east of the airport will experience aircraft noise levels just greater than 60 CNEL which is considered "normally compatible". Aircraft noise will continue to remain a minor noise source compared to traffic noise.

The Rialto Municipal Airport Master Plan is currently being updated. It should be noted that the existing and future noise contours presented in this report are taken from the preliminary update of the Airport Masterplan by Stanley, Franzoy and Corey Engineering Company (obtained on October 4, 1991.) The future noise contours account for projected helicopter training operations.

#### **2.4.5 Mitigation Measures**

The noise sources in Rialto consist mainly of transportation related noise. A local government has little direct control of transportation noise at the source. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise onto the community (i.e. noise barriers and site design review). Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts (Exhibit 15). The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration the greater the noise reduction.

Another common approach to mitigating noise impacts is through the use of setbacks which prevent the "walled in" look. The setback approach simply requires that the homes or noise sensitive uses be setback away from the roadway at a distance great enough so that they are outside the noise impact zone. The setback area is landscaped. The landscaping actually provides very little noise reduction, however, residents seem to become less aware of the noise probably because they can not see or have an obstructed view of the road.

#### **2.4.6 Noise/Land Use Compatibility**

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. The land/use compatibility matrix presented in Exhibit 11 and mentioned previously is used to assess the compatibility of proposed land uses with the noise environment. This matrix is also the basis for the development of specific Noise Standards. The proposed standards, presented in Exhibit 16, represent City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise. The most effective method to control community noise impacts from non-transportation noise sources is through application of a Community Noise Ordinance.

Future residences planned along Riverside Avenue (north of Route 30) will be located directly across the street from the existing Owl-Rock Sand and Gravel Plant. The Community Noise Ordinance should be applied in the event that additional mining operations occur at this site when the Owl-Rock lease ends in two years. If the Owl-Rock Sand and Gravel Plant is replaced by mining or similar use operations, the adopted Community Noise Ordinance will be a useful tool in controlling any resulting noise impacts on the future residential areas planned along Riverside Avenue.

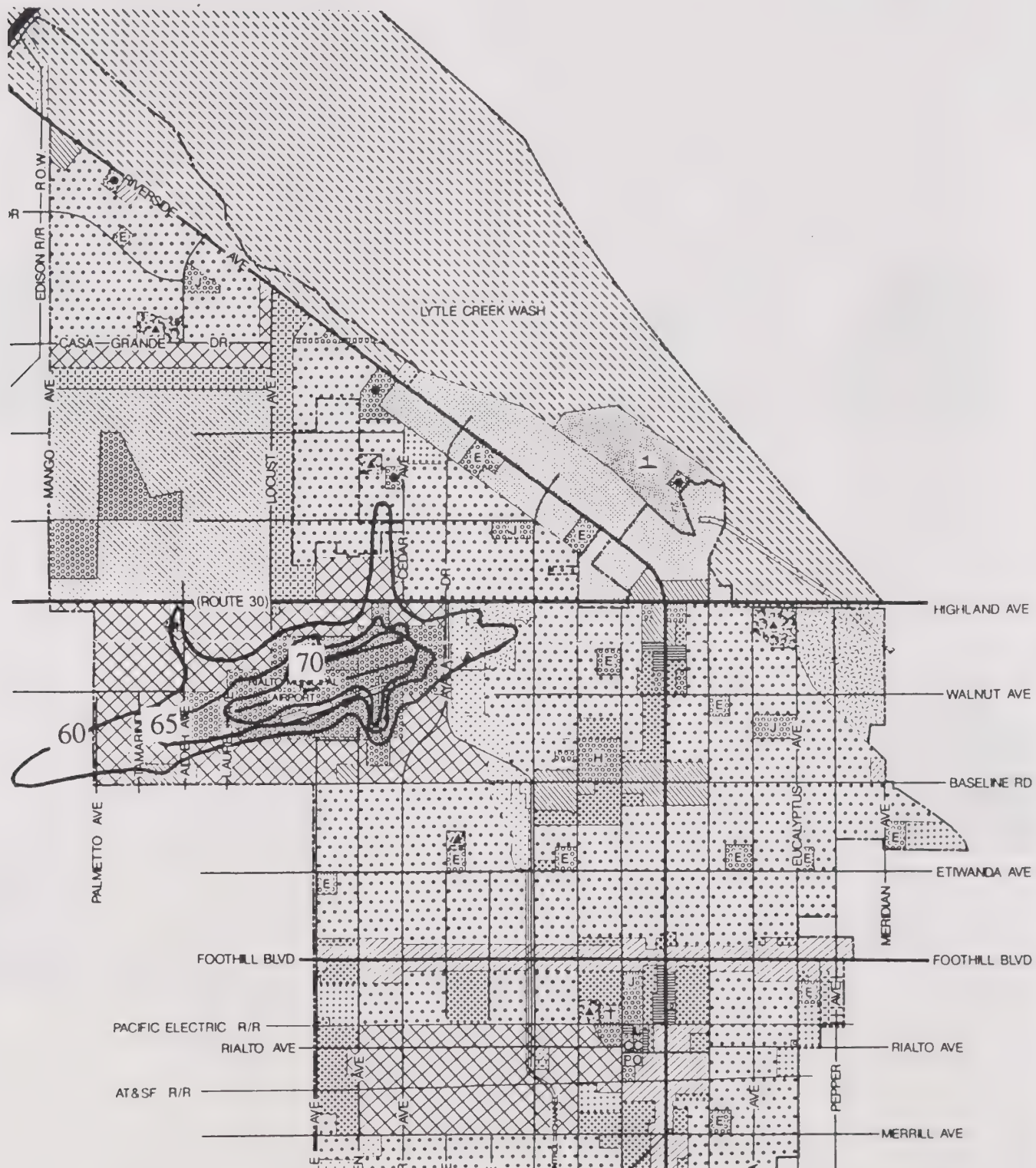
In addition, a commercial recreation area is planned along Route 30 (east of Pepper Street) across the street from the existing Owl-Rock Gravel Plant. This plant may expand in the near future and the Community Noise Ordinance can be used to control any associated noise impacts on adjacent sensitive land uses.

### **3.0 GOALS, OBJECTIVES, AND POLICIES**

The following are statements of the goals of the City of Rialto for the control of community noise.

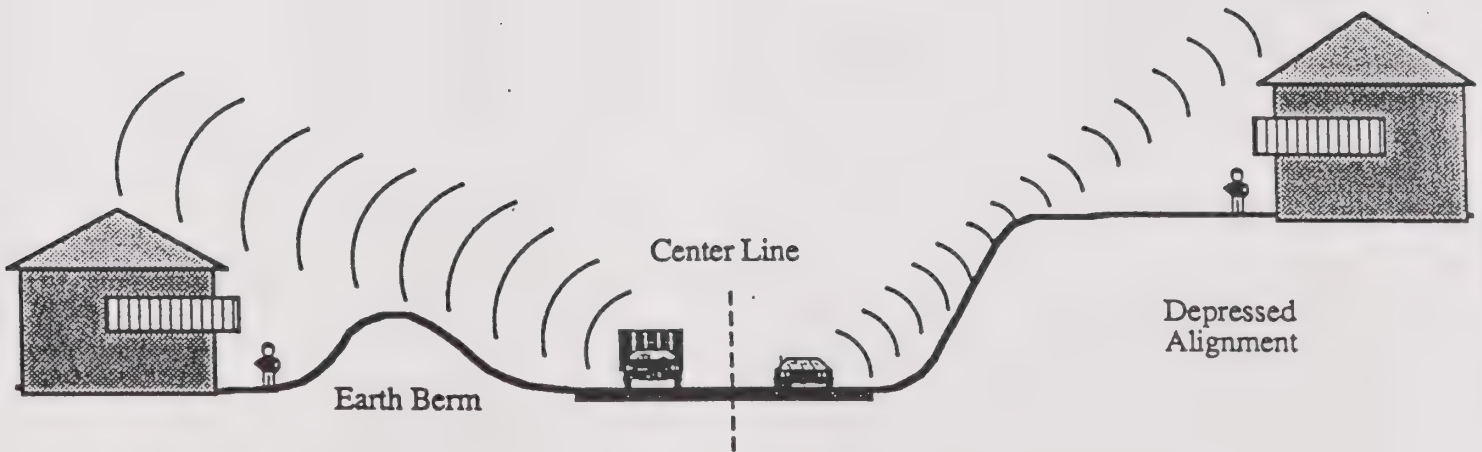
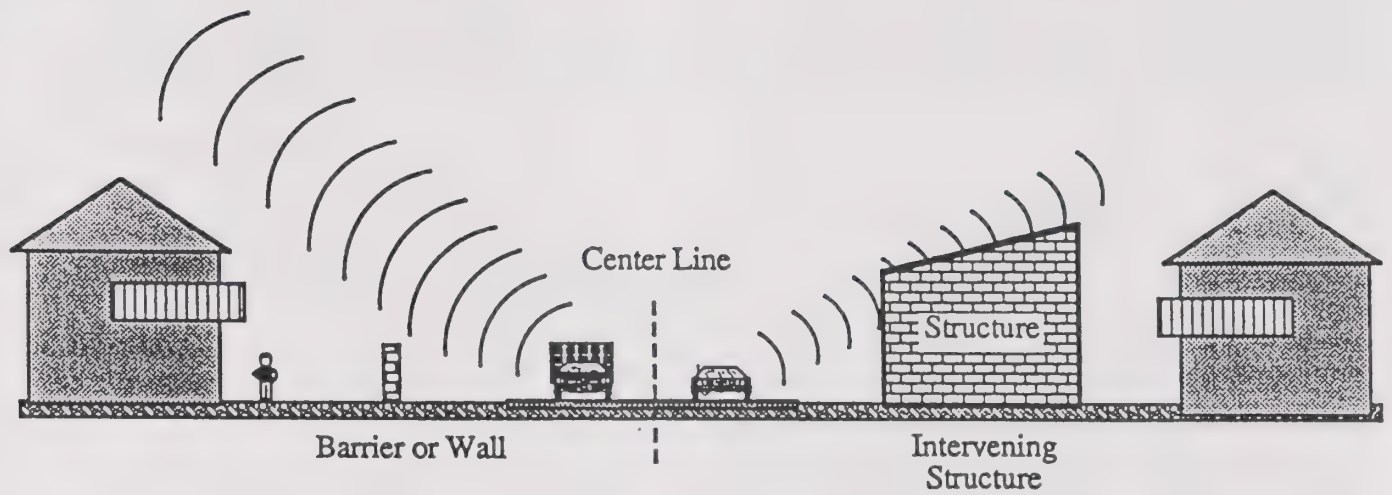
*TO PROTECT PUBLIC HEALTH AND WELFARE BY ELIMINATING EXISTING NOISE PROBLEMS AND BY PREVENTING SIGNIFICANT DEGRADATION OF THE FUTURE ACOUSTIC ENVIRONMENT.*





*Exhibit 14*  
Aircraft CNEL Noise Contours (2010)





*Exhibit 15*  
Examples of NoiseBarrier Effects





### 3.1 POLICIES

In order to achieve the goals of the Noise Element the following policies should be considered by the City of Rialto:

#### Objective 1.0

##### *Incorporate noise considerations into land use planning decisions.*

Policy 1.a Establish acceptable limits of noise for various land uses throughout the community. The City adopts the noise standards presented in Exhibit 16 which identify interior and exterior noise standards in relation to specific land uses; particularly residential areas, schools, hospitals, open space preserves, and parks. The standards would specify the maximum noise levels allowable for new developments and impacted by transportation noise sources operating on public or quasi-public property. (Sources on private property would be subject to the noise ordinance requirements, as called out in Policy 3.a.)

Policy 1.b The City shall require an environmental and noise impact evaluation for all projects as part of the design review process to determine if unacceptable noise levels will be created or experienced. Should noise abatement be necessary, the City shall require the implementation of mitigation measures based on a detailed technical study prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California with a minimum of three years experience in acoustics).

Policy 1.c The City shall not approve projects that do not comply with the adopted standards.

Policy 1.d The City shall consider establishing a periodic noise monitoring program to identify progress in achieving noise abatement objectives and to perform necessary updating of the noise element and community noise standards. The California Department of Health Services recommends that noise elements be updated every 5 years.

Policy 1.e The City shall minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.

#### Objective 2.0

##### *Establish measures to reduce noise impacts from traffic noise sources.*

Policy 2.a The City shall require the construction of barriers to mitigate sound emissions where necessary or where feasible. Action Items 1, 4, 5 and 6 provide specific measures for meeting this objective.

Policy 2.b The City shall require the inclusion of noise mitigation measures in the design of new roadway projects in Rialto.



LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
<u>CATEGORIES</u>	<u>USES</u>	INTERIOR <sup>1</sup>	EXTERIOR <sup>2</sup>
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 <sup>3</sup>	60 <sup>3</sup>
	Mobile Home	45*	60 <sup>3</sup>
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	60 <sup>3,4</sup>
	Commercial Retail, Bank Restaurant	50	65
	Office Building, Research and Development, Professional Offices, City Office Building	45	-----
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	-----
	Gymnasium (Multipurpose)	50	-----
	Sports Club	55	-----
	Manufacturing, Warehousing, Wholesale, Utilities	65	-----
	Movie Theatres	45	-----
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	-----
OPEN SPACE	Parks	-----	65

### **INTERPRETATION**

1. Indoor environment excluding: Bathrooms, toilets, closets, corridors.
2. Outdoor environment limited to: Private yard of single family  
Multi-family private patio or balcony which is served by a means of exit from inside.  
Mobile home Park  
Hospital patio, office patio  
Park's picnic area  
School's playground  
Hotel and motel recreation area
3. An exterior noise level of up to 65 CNEL will be allowed provided exterior levels have been substantially mitigated with a noise barrier of at least 6 feet in height, and interior noise exposure does not exceed 45 CNEL with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level will necessitate the use of air conditioning or mechanical ventilation.
4. Except those areas affected by aircraft noise.

\* Due to the variable nature of mobile homes, a 15 dB outdoor to indoor noise reduction with windows closed should be assumed for indicating compliance with this standard.

## ***Exhibit 16***

### **Exterior and Interior Noise Standards**





Policy 2.c The City shall ensure the effective enforcement of City, State and Federal noise levels by all appropriate City divisions.

Policy 2.d The City shall actively advocate motor vehicle noise control requirements for production and sale.

### Objective 3.0

*Establish measures to control non-transportation noise impacts.*

Policy 3.a The City shall establish a Community Noise Ordinance to mitigate noise conflicts between adjacent land uses. The Noise Ordinance establishes noise limits that can not be exceeded at the property line. The Noise Ordinance because it is a City statute can only control noise generated on private property. Therefore, the primary function of the Noise Ordinance is to control stationary noise sources and construction noise.

Policy 3.b Evaluate noise generated by construction activities, and subject them to the requirements of the Noise Ordinance.

Policy 3.c Establish and maintain coordination among the City agencies involved in noise abatement.

Policy 3.d The City shall ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City divisions. The City shall provide quick response to complaints and rapid abatement of noise nuisances with the scope of the City's police powers.

Policy 3.e The City shall establish noise guidelines for City purchasing policy to take advantage of federal regulations and labeling requirements.

Policy 3.f The City shall coordinate with the California Occupational Safety and Health Administration (Cal-OSHA) to provide information on and enforcement of occupational noise requirements within the City.

## **4.0 THE PLAN FOR CONTROL AND MANAGEMENT OF NOISE**

In order to achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. The following are the actions that the City should consider implementing to control the impacts of noise in Rialto.

***Issue 1 - Transportation Noise Control*** - The most efficient and effective means of controlling noise from transportation systems is reducing noise at the source. However, since the City has little direct control over source noise levels because of State and Federal preemption (i.e. State Motor Vehicle Noise Standards), policies should be focused on reducing the impact of the noise on the community. Cooperative efforts with State and Federal offices are essential.

- Action 1** Encourage the use of walls and berms in the design of residential or other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.
- Action 2** Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
- Action 3** Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Rialto Police Department.

**Issue 2 - Noise and Land Use Planning Integration.** Community noise considerations are to be incorporated into land use planning. These measures are intended to prevent future noise and land-use incompatibilities.

- Action 4** Establish standards that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. Exhibit 11 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases for the development of specific Noise Standards. These standards, presented in Exhibit 16, define the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.
- Action 5** Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones identified in Exhibits 10 and 13 (areas exposed to noise levels of at least 55 CNEL) can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element or adopted ordinance are met.
- Action 6** Enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB LDN/CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB LDN/CNEL. The Noise Referral Zones (55 CNEL) can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that *"Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room."* The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City can and is encouraged to reduce the noise standard from 45 CNEL to 40 CNEL. Additionally, the standard should be applied to single family homes.

**Issue 3 - Community Noise Control for Non-Transportation Noise Sources.** The focus of control of noise from non-transportation sources is the Community Noise Ordinance. The ordinance can be used to protect people from noise generated on adjacent properties.

- Action 7** Adopt a new comprehensive community Noise Ordinance to ensure that City residents are not exposed to excessive noise levels from existing and new stationary noise sources. A proposed Noise Ordinance is contained in Appendix B. The purpose of the ordinance is to protect people from non-transportation related noise sources such as music, machinery and pumps, air conditioners and truck traffic on private property. The Noise Ordinance does not apply to motor vehicle noise on public streets, but it does apply to vehicles on private property. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.
- Action 8** Enforce the new community Noise Ordinance. The most effective method to control community noise impacts from non-transportation noise sources is through application of the community noise ordinance.
- Action 9** Require that new commercial projects, proposed for development near existing residential land use, demonstrate compliance with the City Noise Ordinance prior to approval of the project.
- Action 10** All new residential projects to be constructed near existing sources of non-transportation noise (including but not limited to commercial facilities, public parks with sports activities) must demonstrate via an acoustical study conducted by a Registered Engineer that the indoor noise levels will be consistent with the limits contained in the noise ordinance.
- Action 11** Require construction activity to comply with limits established in the City Noise Ordinance.
- Action 12** Designate one agency in the City to act as the noise control coordinator. This will ensure the continued operation of noise enforcement efforts of the City.
- Action 13** Enforce the new community Noise Ordinance in the event that noise impacts occur on residential land uses planned along Riverside Avenue (north of Route 30) due to possible future mining operations occurring in the Lytle Creek Wash area which is currently zoned as a "special study area."
- Action 14** Enforce the new community Noise Ordinance in the event that noise impacts occur on commercial recreations or park land uses planned along Route 30 (east of Pepper Street) due to the future expansion of the Con Rock gravel plant.
- Action 15** Enforce the new community Noise Ordinance to protect homes adjacent to the Southern Pacific Classification Yard from noise impacts due to train car movements.







## Technical Appendices

Appendix A - Noise Measurement Results

Appendix B - Example Noise Ordinance

Appendix C - Glossary



Exhibit A  
Noise Measurement Results

SITE: # 1  
LOCATION: *Along Riverside Avenue at Ashford Street*  
DATE: *September 19, 1991*  
TIME: *9:10 a.m.*

MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
67.5	79.5	72.0	59.5	51.0

PRIMARY NOISE SOURCES:  
*Heavy Truck Traffic*

LAND USE:  
*Residence*

COMMENTS:  
*Maximum levels are due to haul-truck pass-by's*

SITE: # 2  
LOCATION: *Along Riverside at the WJC Trapp Elementary School*  
DATE: *September 19, 1991*  
TIME: *9:47 a.m.*

MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
56.5	64.0	60.0	51.5	*

PRIMARY NOISE SOURCES:  
*Traffic on Riverside Avenue*

LAND USE:  
*School*

COMMENTS:  
*Maximum levels are due to haul-truck pass-by's*

SITE: # 3  
LOCATION: *Frisbee Park along Route 30*  
DATE: *September 19, 1991*  
TIME: *10:14 a.m.*

MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
59.1	66.5	62.0	57.5	54.0

PRIMARY NOISE SOURCES:  
*Traffic on Route 30*

LAND USE:  
*Park*

COMMENTS:  
*Maximum levels are due to truck pass-by's*

SITE: # 4  
LOCATION: *Facing Route 30 at Sycamore Street cul-de-sac*  
DATE: *September 19, 1991*  
TIME: *10:40 a.m.*

MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
60.4	71.0	64.5	54.0	*

PRIMARY NOISE SOURCES:  
*Traffic on Route 30*

LAND USE:  
*Residence*

COMMENTS:  
*Maximum levels are due to truck pass-by's*

\* Indicates measurement was under 50 dBA

**SITE: # 5**

LOCATION: *Southeast corner of Lilac and Route 30*

DATE: *September 19, 1991*

TIME: *10:54 a.m.*

**MEASURED VALUES (dBA)**

LEQ	L1	L10	L50	L90
66.5	77.0	70.0	61.5	50.5

**PRIMARY NOISE SOURCES:**

*Traffic on Route 30*

**LAND USE:**

*Residence*

**COMMENTS:**

*Maximum levels are due to truck pass-by's*

**SITE: # 6**

LOCATION: *19203 Easton Street (at end of street)*

DATE: *September 19, 1991*

TIME: *11:24 a.m.*

**MEASURED VALUES (dBA)**

LEQ	L1	L10	L50	L90
46.8	54.0	48.5	46.5	42.5

**PRIMARY NOISE SOURCES:**

*single-engine aircraft and helicopters*

**LAND USE:**

*Residence*

**COMMENTS:**

*Maximum levels are due to single-engine aircraft flyovers*

**SITE: # 7**

LOCATION: *Maple Avenue and Baseline Road (Rialto Christian Church)*

DATE: *September 19, 1991*

TIME: *11:35 a.m.*

**MEASURED VALUES (dBA)**

LEQ	L1	L10	L50	L90
65.0	74.5	69.5	59.0	46.0

**PRIMARY NOISE SOURCES:**

*Traffic on Baseline Road*

**LAND USE:**

*Church*

**COMMENTS:**

*Maximum levels are due to haul-truck pass-by's*

**SITE: # 8**

LOCATION: *Southeast corner of Eucalyptus and Baseline*

DATE: *September 19, 1991*

TIME: *12:14 a.m.*

**MEASURED VALUES (dBA)**

LEQ	L1	L10	L50	L90
66.7	77.5	70.5	58.5	48.0

**PRIMARY NOISE SOURCES:**

*Traffic on Baseline Road*

**LAND USE:**

*Residence*

**SITE: # 9**

LOCATION: *Along east side of Riverside between Etiwanda and Valencia*

DATE: *September 19, 1991*

TIME: *12:40 p.m.*

**MEASURED VALUES (dBA)**

LEQ	L1	L10	L50	L90
65.8	74.0	70.5	61.0	47.5

**PRIMARY NOISE SOURCES:**

*Riverside Avenue traffic*

**LAND USE:**

*Residence*



**SITE: # 10**LOCATION: *Southwest corner of Linden Avenue and Foothill Boulevard.*DATE: *September 19, 1991*TIME: *1:06 p.m.*

## MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
69.9	82.5	72.5	63.5	53.0

## PRIMARY NOISE SOURCES:

*Traffic on Foothill Avenue*

## LAND USE:

*Residence (Rialto Raquet Club Condos)*

## COMMENTS:

*Maximum levels are due to motorcycle and heavy-truck pass-by's***SITE: # 11**LOCATION: *Along west side of Cedar just south of Merrill Avenue*DATE: *September 19, 1991*TIME: *1:30 p.m.*

## MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
63.4	76.5	65.0	57.5	49.0

## PRIMARY NOISE SOURCES:

*Traffic*

## LAND USE:

*Church (Calvary Chapel)*

## COMMENTS:

*Maximum levels are due to bulldozer pulling a truck***SITE: # 12**LOCATION: *Northwest corner of Alru Street and Cactus Avenue*DATE: *September 19, 1991*TIME: *1:39 p.m.*

## MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
68.2	81.5	72.0	57.5	47.5

## PRIMARY NOISE SOURCES:

*Traffic*

## LAND USE:

*Residential***SITE: # 13**LOCATION: *Along Bloomington just north of Benjamin*DATE: *September 19, 1991*TIME: *2:16 p.m.*

## MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
61.2	74.0	62.0	48.5	41.5

## PRIMARY NOISE SOURCES:

*Traffic on Bloomington*

## LAND USE:

*Church (First Baptist Church)***SITE: # 14**LOCATION: *Along Cedar Avenue just north of Orange*DATE: *September 19, 1991*TIME: *2:44 p.m.*

## MEASURED VALUES (dBA)

LEQ	L1	L10	L50	L90
65.1	73.5	70.0	62.5	51.5

## PRIMARY NOISE SOURCES:

*Traffic on Cedar*

## LAND USE:

*School (Bloomington Highschool)*

## NOISE CONTROL

### Article 1. General Provisions, §§ 4-6-1—4-6-16

#### ARTICLE 1. GENERAL PROVISIONS\*

##### Sec. 4-6-1. Declaration of policy.

In order to control unnecessary, excessive and annoying sounds emanating from unincorporated areas of the County, it is hereby declared to be the policy of the County to prohibit such sounds generated from all sources as specified in this article.

It is determined that certain sound levels are detrimental to the public health, welfare and safety, and contrary to public interest. (Ord. No. 2700, § 1, 9-19-73)

##### Sec. 4-6-2. Definitions.

The following words, phrases and terms as used in this article shall have the meaning as indicated below:

*Ambient noise level* shall mean the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

*Cumulative period* shall mean an additive period of time composed of individual time segments which may be continuous or interrupted.

*Decibel (dB)* shall mean a unit which denotes the ratio between two (2) quantities which are proportional to power: the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

*Dwelling unit* shall mean a single unit providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

*Emergency machinery, vehicle or work* shall mean any machinery, vehicle or work used, em-

ployed or performed in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

*Fixed noise source* shall mean a stationary device which creates sounds while fixed or motionless, including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

*Grading* shall mean any excavating or filling of earth material, or any combination thereof, conducted at a site to prepare said site for construction or other improvements thereon.

*Impact noise* shall mean the noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

*Mobile noise source* shall mean any noise source other than a fixed noise source.

*Noise level* shall mean the "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of twenty (20) microneutons per square meter. The unit of measurement shall be designated as dB(A).

*Person* shall mean a person, firm, association, copartnership, joint venture, corporation or any entity, public or private in nature.

*Residential property* shall mean a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

*Simple tone noise* shall mean a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

*Sound level meter* shall mean an instrument meeting American National Standard Institute's Standard S1.4-1971 for Type 1 or Type 2 sound level meters or an instrument and the

\*Editor's note—Ord. No. 2700, § 1, adopted Sept. 19, 1973, amended this Code by adding Div. 6, Art. 1, §§ 4-6-1—4-6-16 to read as herein set out.

associated recording and analyzing equipment which will provide equivalent data.

*Sound pressure level* of a sound, in decibels, shall mean twenty (20) times the logarithm to the base ten (10) of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2870, § 1, 10-1-75)

#### Sec. 4-6-3. Noise level measurement criteria.

Any noise level measurements made pursuant to the provisions of this article shall be performed using a sound level meter as defined in section 4-6-2. (Ord. No. 2700, § 1, 9-19-73)

#### Sec. 4-6-4. Designated noise zone.

The entire territory of Orange County, including incorporated and unincorporated territory, is hereby designated as "Noise Zone 1." (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2870, § 1, 10-1-75)

#### Sec. 4-6-5. Exterior noise standards.

(a) The following noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:

##### NOISE STANDARDS

Noise Zone	Noise Level	Time Period
1	55 dB(A)	7:00 a.m.— 10:00 p.m.
	50 dB(A)	10:00 p.m.— 7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

(b) It shall be unlawful for any person at any location within the unincorporated area of the County to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either incorporated or unincorporated, to exceed:

- (1) The noise standard for a cumulative period of more than thirty (30) minutes in any hour; or

- (2) The noise standard plus five (5) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or
- (3) The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour; or
- (4) The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour; or
- (5) The noise standard plus twenty (20) dB(A) for any period of time.

(c) In the event the ambient noise level exceeds any of the first four (4) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

#### Sec. 4-6-6. Interior noise standards.

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:

##### INTERIOR NOISE STANDARDS

Noise Zone	Noise Level	Time Period
1	55 dB(A)	7:00 a.m.— 10:00 p.m.
	45 dB(A)	10:00 p.m.— 7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

(b) It shall be unlawful for any person at any location within the unincorporated area of the County to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- (1) The interior noise standard for a cumulative period of more than five (5) minutes in any hour; or



- (2) The interior noise standard plus five (5) db(A) for a cumulative period of more than one (1) minute in any hour; or
- (3) The interior noise standard plus ten (10) db(A) for any period of time.

(c) In the event the ambient noise level exceeds either of the first two (2) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

#### Sec. 4-6-7. Special provisions.

The following activities shall be exempted from the provisions of this article:

- (a) Activities conducted on the grounds of any public or private nursery, elementary, intermediate or secondary school or college.
- (b) Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a license issued by the County of Orange pursuant to Title 5 of the Codified Ordinances of the County of Orange.
- (c) Activities conducted on any park or playground, provided such park or playground is owned and operated by a public entity.
- (d) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.
- (e) Noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday.
- (f) All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.
- (g) Mobile noise sources associated with agricultural operations, provided such opera-

tions do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday.

- (h) Mobile noise sources associated with agricultural pest control through pesticide application, provided that the application is made in accordance with restricted material permits issued by or regulations enforced by the Agricultural Commissioner.
- (i) Noise sources associated with the maintenance of real property, provided said activities take place between 7:00 a.m. and 8:00 p.m. on any day except Sunday or a Federal holiday, or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday or a Federal holiday.
- (j) Any activity to the extent regulation thereof has been preempted by State or Federal law. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

#### Sec. 4-6-8. Schools, hospitals and churches; special provisions.

It shall be unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use to exceed the noise limits as specified in section 4-6-5 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three (3) separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital. (Ord. No. 2700, § 1, 9-19-73)

#### Sec. 4-6-8.1. Motor vehicle racing.

It shall be unlawful to conduct motor vehicle racing, testing, timing or similar noise-producing activities at raceways, speedways, off-road vehicle courses, drag strips or other similar places, including, but not limited to, the operation of midget race cars, drag cars, motorcycles, off-road vehicles, and specialty automobiles, between the hours of 11:30 p.m. and 8:00 a.m. (Ord. No. 3093, § 1, 10-24-78)



**Sec. 4-6-9. Air conditioning and refrigeration; special provisions.**

During the five-year period following the effective date of this article, the noise standards enumerated in sections 4-6-5 and 4-6-6 shall be increased eight (8) db(A) where the alleged offensive noise source is an air conditioning or refrigeration system or associated equipment which was installed prior to the effective date of this article. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

**Sec. 4-6-10. Noise level measurement.**

The location selected for measuring exterior noise levels shall be at any point on the affected property. Interior noise measurements shall be made within the affected dwelling unit. The measurement shall be made at a point at least four (4) feet from the wall, ceiling, or floor nearest the alleged offensive noise source and may be made with the windows of the affected unit open. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2870, § 1, 10-1-75)

**Sec. 4-6-11. Manner of enforcement.**

The Orange County Sheriff, the County Health Officer and their duly authorized representatives are directed to enforce the provisions of this article. The Orange County Sheriff, the County Health Officer and their duly authorized representatives are authorized, pursuant to Penal Code section 836.5, to arrest any person without a warrant when they have reasonable cause to believe that such person has committed a misdemeanor in their presence.

No person shall interfere with, oppose or resist any authorized person charged with the enforcement of this article while such person is engaged in the performance of his duty. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

**Sec. 4-6-12. Variance procedure.**

The owner or operator of a noise source which violates any of the provisions of this article may file an application with the Health Officer for a variance from the provisions thereof wherein said owner or operator shall set forth all actions taken to comply with said provisions, the reasons why immediate compliance cannot

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be achieved, a proposed method of achieving compliance, and a proposed time schedule for its accomplishment. Said application shall be accompanied by a fee in the amount of seventy-five dollars (\$75.00). A separate application shall be filed for each noise source; provided, however, that several mobile sources under common ownership, or several fixed sources on a single property may be combined into one (1) application. Upon receipt of said application and fee, the Health Officer shall refer it with his recommendation thereon within thirty (30) days to the Noise Variance Board for action thereon in accordance with the provisions of this article.

An applicant for a variance shall remain subject to prosecution under the terms of this article until a variance is granted. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

**Sec. 4-6-13. Noise Variance Board.**

There is hereby created a Noise Variance Board consisting of five (5) members. Two (2) of the members shall be professional engineers, one (1) of whom shall have demonstrated knowledge and experience in the field of acoustics, and one (1) of whom shall be a registered mechanical engineer. One (1) member shall be a physician licensed in this State, qualified in the field of physiological effects of noise. One (1) member shall be a representative of business and industry. One (1) member shall be a representative of the general public.

The Noise Variance Board shall evaluate all applications for variance from the requirements of this article and may grant said variances with respect to time for compliance, subject to such terms, conditions and requirements as it may deem reasonable to achieve maximum compliance with the provisions of this article. Said terms, conditions, and requirements may include but shall not be limited to limitations on noise levels and operating hours. Each such variance shall set forth in detail the approved method of achieving maximum compliance and a time schedule for its accomplishment. In its determinations said Board shall consider the magnitude of nuisance caused by the offensive noise; the uses of property within the area of impingement by the

noise; the time factors related to study, design, financing and construction of remedial work; the economic factors related to age and useful life of equipment; and the general public interest and welfare. Any variance granted by said Board shall be by resolution and shall be transmitted to the Health Officer for enforcement. Any violation of the terms of said variance shall be unlawful.

Members of the Variance Board shall be appointed by, and shall serve at the pleasure of, the Board of Supervisors. Said Board shall adopt reasonable rules and regulations for its own procedures in carrying out its functions under the provisions of this article.

Three (3) members shall constitute a quorum and at least three (3) affirmative votes shall be required in support of any action.

The Health Officer, or his appointed representative, shall be a nonvoting ex officio member of the Variance Board, and shall act as Secretary of the Board.

Meetings of the Noise Variance Board shall be held at the call of the Secretary and at such times and locations as said Board shall determine. All such meetings shall be open to the public.

Traveling and other expenses incurred by each Board member in the performance of his official duties shall be reimbursed at a rate determined by resolution of the Board of Supervisors. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

#### Sec. 4-6-14. Appeals.

Within fifteen (15) days following the decision of the Variance Board on an application the applicant, the Health Officer, or any member of the Board of Supervisors, may appeal the decision to the Board of Supervisors by filing a notice of appeal with the Secretary of the Variance Board. In the case of an appeal by the applicant for a variance the notice of appeal shall be accompanied by a fee to be computed by the Secretary on the basis of the estimated cost of preparing the materials required to be forwarded to the Board of Supervisors as discussed hereafter. If the actual cost of such preparation differs from the estimated cost  
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appropriate payments shall be made either to or by the secretary.

Within fifteen (15) days following receipt of a notice of appeal and the appeal fee the Secretary of the Variance Board shall forward to the Board of Supervisors copies of the application for variance; the recommendation of the Health Officer; the notice of appeal; all evidence concerning said application received by the Variance Board and its decision thereon. In addition any person may file with the Board of Supervisors written arguments supporting or attacking said decision and the Board may in its discretion hear oral arguments thereon. The Clerk of the Board shall mail to the applicant a notice of the date set for hearing of the appeal. The notice shall be mailed at least ten (10) days prior to the hearing date.

Within sixty (60) days following its receipt of the notice of appeal the Board of Supervisors shall either affirm, modify or reverse the decision of the Variance Board. Such decision shall be based upon the Board's evaluation of the matters submitted to the Board in light of the powers conferred on the Variance Board and the factors to be considered, both as enumerated in sections 4-6-12 and 4-6-13.

As part of its decision the Board may direct the Variance Board to conduct further proceedings on said application. Failure of the Board of Supervisors to affirm, modify or reverse the decision of the Variance Board within said sixty-day period shall constitute an affirmance of the decision. (Ord. No. 2715, § 1, 11-13-73)

#### Sec. 4-6-15. Violations; misdemeanors.

Any person violating any of the provisions of this article shall be deemed guilty of a misdemeanor. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such. The provisions of this article shall not be construed as permitting conduct not prescribed herein and shall not affect the enforceability of any other applicable provisions of law. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

#### Sec. 4-6-16. Delay in implementation.

None of the provisions of this article shall apply to a fixed noise source during the period

commencing October 19, 1973, and terminating  
ninety (90) days thereafter. (Ord. No. 2700,  
§ 1, 9-19-73; Ord. No. 2715, § 2, 11-13-73)

[The next page is 1455]





## APPENDIX C - GLOSSARY

**A-WEIGHTED SOUND LEVEL.** The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-Weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

**AMBIENT NOISE LEVEL.** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**COMMUNITY NOISE EQUIVALENT LEVEL (CNEL).** The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

**DAY-NIGHT AVERAGE LEVEL (LDN).** The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

**DECIBEL (dB).** A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

**dB(A).** A-weighted sound level (see definition above)

**EQUIVALENT SOUND LEVEL (LEQ).** The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

**FREQUENCY.** The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

**INTRUSIVE NOISE.** That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

**L10.** The A-Weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

**NOISE.** Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise

annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

**NOISE ATTENUATION.** The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

**NOISE EXPOSURE CONTOURS.** Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

**NOISE REFERRAL ZONES.** Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, preempted local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

**NOISE SENSITIVE LAND USE.** Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include: residences of all types, hospitals, places of worship and schools.

**SOUND LEVEL (NOISE LEVEL).** The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

**SOUND LEVEL METER.** An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

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## CHAPTER XII

### SAFETY

#### 1.0 INTRODUCTION

The State of California Government Code Section 65302(g) requires a safety element in all city and county general plans, as follows:

"The general plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

The effect of this legislation is to require local communities to be particularly cognizant of fire and geologic hazards and to incorporate in their planning programs various means for reducing loss of life, injuries, damage to property, and economic and social dislocations resulting from fire and dangerous geologic events.

In addition to the State's requirement to pay particular attention to fire and geologic hazards, Rialto has at least three other major potential hazards which have been considered as part of the Safety Element.

These include potential flood problems related to Lytle Creek, hazardous materials and waste related to certain

commercial and industrial uses, and potential issues related to airport safety. In addition, the City is concerned with the provision of police protection and services.

#### Goal

- 1.1 Minimize hazards to public health, safety, and welfare resulting from natural and man-made hazards.

#### Policies

- 1.1.1 The City shall update, on a regular basis, an emergency preparedness plan to ensure that emergency shelters and emergency evacuation routes are provided within the community. Particular attention shall be given to providing access at railroad crossings and crossings of the freeway.
- 1.1.2 The City shall distribute and/or publicize said emergency preparedness plans to increase public awareness of such provisions.
- 1.1.3 The City shall establish an Emergency Response Team composed of key City staff. The City's Emergency Response Team shall develop a detailed emergency response manual which describes the appropriate actions and responsibilities of personnel designated for participation in emergency response activities.
- 1.1.4 The emergency response manual shall include a map indicating clearly the City's designated evacuation routes and an operating plan for evacuation management to ensure safe and orderly evacuation. It should



also include detailed listings of personnel and responsibilities in the event of an emergency.

### Goal

- 1.2 Improve the City's ability to respond to large scale emergencies.

### Policies

- 1.2.1 Provide training to all City employees on their roles and responsibilities in times of disasters or local emergencies; training should include comprehensive and realistic disaster exercises.
- 1.2.2 Increase the City's ability to coordinate and control it's resources in an emergency situation by improving the operational capacity of the Emergency Operating Center, by identifying local resources available, and BY developing contracts and agreements for utilizing these resources in an emergency.

## 2.0 GEOLOGIC HAZARDS

### Seismic Conditions

Rialto, like most cities in California, is located in a seismically active region. It can be expected, therefore, that a significant seismic event will affect the planning area. The timing and magnitude of such an event cannot be predicted, although planning efforts for emergency response must be based on the certainty of such an event.

There are three (3) major faults within the planning area: the San Jacinto, Glen Helen and Lytle Creek faults. These

faults are included in the San Jacinto Fault System, an extension of the San Andreas Fault System, as shown on Figure XII-1, Local Seismicity. Other faults in the area which may affect Rialto are shown on Figure XII-2, these include the Cucamonga-Sierra Madre Fault System, the Whittier-Elsinore Fault System, and the Rialto-Colton Fault.

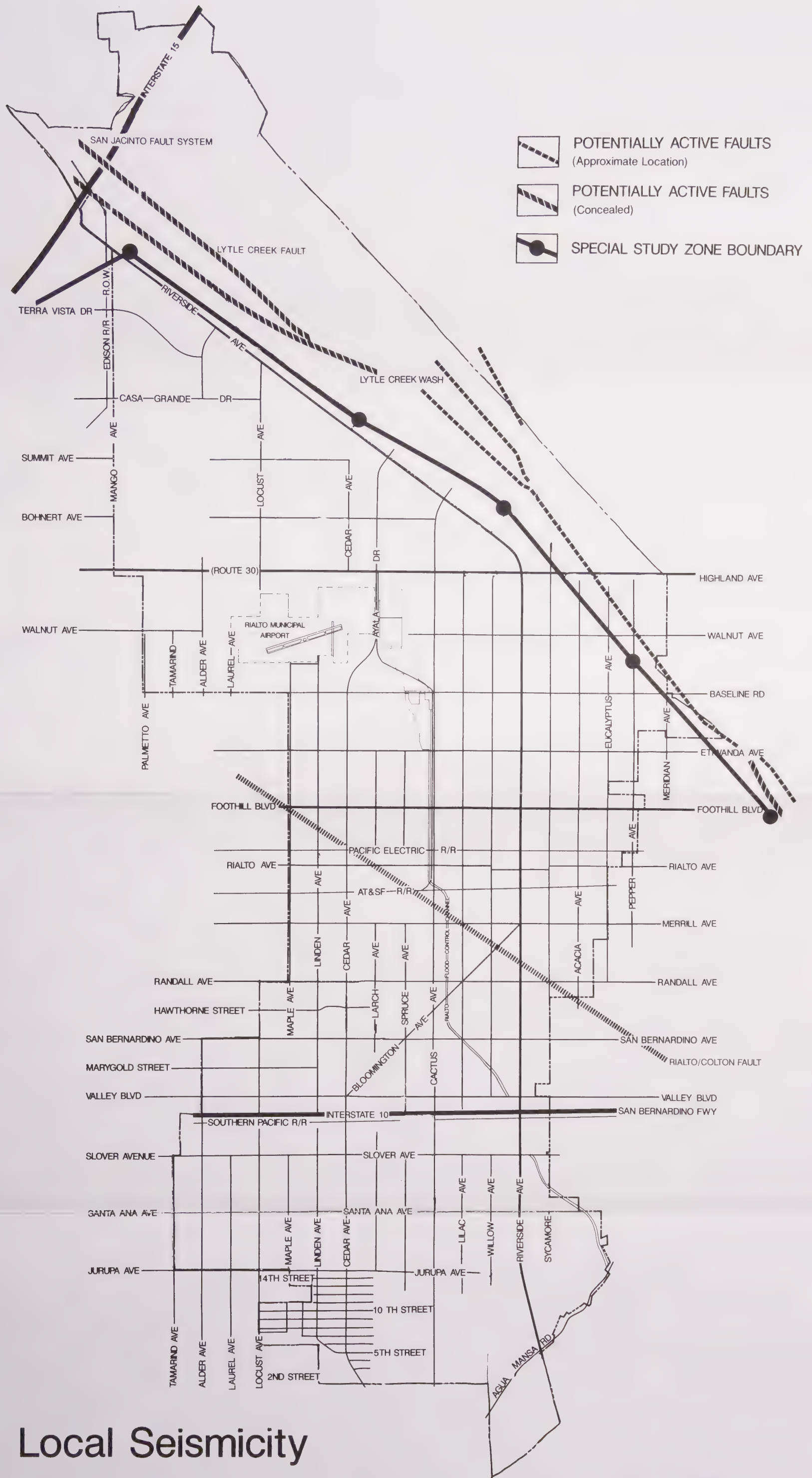
The San Jacinto Fault system is located in the northeastern section of the planning area. The fault system parallels Lytle Creek Wash north of Riverside Avenue and then enters the City limits slightly south of El Rancho Verde Golf Course; it then traverses and cuts through Frisbie Park, runs along the bench area and leaves Rialto at the intersection of Baseline and Meridian Avenues.

The Glen Helen Fault, part of the San Jacinto Fault system, is located in the extreme northeastern section of the planning area. This fault has been relatively inactive with no major ground displacement occurring along its path.

The Lytle Creek Fault, also part of the San Jacinto Fault system, runs along the northernmost section of the planning area and merges with the San Jacinto Fault northwest of the Country Club area. Because of this fault's close relationship to the San Jacinto system, the possibility of major ground displacement occurring along its path is likely.

The Rialto-Colton Fault system is an ancient fault system that runs between the Rialto and Chino Water Basins. This fault, though inactive for a long period of time, has a maximum credible earthquake magnitude of 6.5 on the Richter scale. The fault is 16 miles in length and is considered relatively stable.





# Local Seismicity

## GENERAL PLAN UPDATE

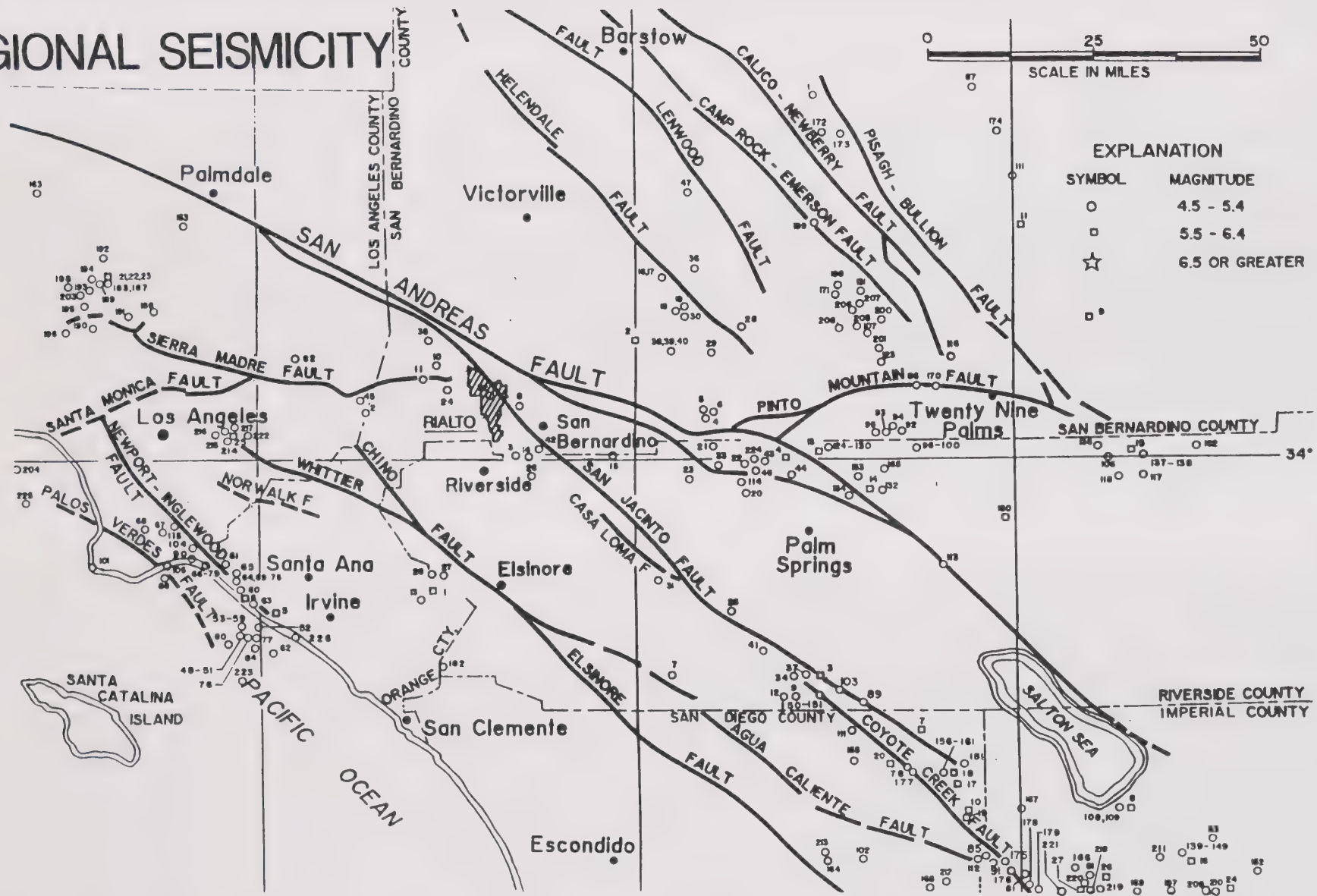
### City of Rialto, California

Figure XII-1





# REGIONAL SEISMICITY



## GENERAL PLAN UPDATE

Figure XII-2

## City of Rialto, California







**Alquist-Priolo Special Studies Zones**

The San Jacinto Fault zone is considered one of the most active in Southern California. The California Division of Mines and Geology has designated this fault system as one of the State of California's Alquist-Priolo Special Studies Zones. As such most structures used for human occupancy are prohibited across the traces of the active fault within a Special Studies Zone, thereby minimizing the hazard of fault rupture for future occupants of the area. Unless proven otherwise, the area within 50 feet of an active fault is presumed to be underlain by that fault.

Special Studies Zones boundaries extend approximately 500 feet away from major active faults and about 200 to 300 feet away from well defined minor faults.

Special Study Zones for the Rialto area, and the active faults within these zones are shown on Figure XII-1, Local Seismicity. Because of extensive agricultural, urban and natural (floods and sediment accumulation) alteration of the topography, surface expressions of active faults within the area are difficult or impossible to locate.

**Liquefaction**

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as fluid. This subsurface process can lead to near-surface or surface ground failure that can result in property damage and structural failure.

Liquefaction is unlikely to occur in most portions of Rialto. Liquefaction is a concern in the Lytle Creek Wash area where there are sand soils and a high water table, and in the areas near the Santa Ana River due to an extremely

high water table.

**Goal**

- 2.1 Minimize hazards to public health, safety, and welfare resulting from geotechnical hazards.

**Policies**

- 2.1.1 The City shall require geotechnical investigations by a certified engineering geologist and registered civil engineer for all grading and construction proposed within any area which may be subject to severe seismic hazards.
- 2.1.2 The City shall provide qualified expertise for the review of geotechnical reports and sufficient personnel for the field inspection of grading operations and construction.
- 2.1.3 The City shall require construction to be in conformance with the Uniform Building Code, specifically Chapter 23 as it provides for earthquake-resistant design, and Chapter 70 as it provides for excavation and grading.

**Goal**

- 2.2 Encourage urbanization only in those areas without significant risk to life and property.

**Policy**

- 2.2.1 Development within Alquist-Priolo Special Studies Zones will be subject to the restrictions and requirements of the Special Studies Zones Act.

### 3.0 FLOODING

The regional plan on which Rialto's surface drainage system is based is the San Bernardino County Flood Control District's Comprehensive Storm Drain Plan - Project 3-3. The plan is for an integrated hierarchical system of drainage pipes and channels leading to the Santa Ana River. The general slope of the City from northwest to southeast provides the gravitational force necessary to move the water through the system from the small pipes serving residential areas to larger collector lines and eventually to channels. The Rialto Channel, the spine of the system, runs north and south, parallel to Cactus Avenue through much of the City. Water detention basins located near Cactus Avenue augment the system by retaining some surface water, thus slowing the runoff and allowing percolation into aquifers underlying the City.

The Rialto Channel remains a major concern to the City. It is now an unlined channel, built to a capacity of 600 cubic feet per second.

The Federal Government has studied the Rialto area and determined that no portions of the City are within a Federal Insurance Agency Hazard Zone.

#### Goal

- 3.1 Minimize risk and damage from flood hazards within the City and its Sphere of Influence.

#### Policies

- 3.1.1 The City shall enact an ordinance which specifies the types of land uses to be permitted within 100-year flood hazard areas and which requires all structures proposed within 100-year flood zones to be elevated at least one

foot above the 100-year flood level.

- 3.1.2 The City shall require the submittal of information prepared by a qualified civil or hydrological engineer which certifies compliance with development standards established for 100-year flood zones.

#### Goal

- 3.2 Minimize the adverse effects of urbanization upon drainage and flood control facilities.

#### Policies

- 3.2.1 The City shall require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.
- 3.2.2 The City shall maintain its open space and shall require developers to provide adequate open space pursuant to the standards established in the Parks and Recreation Element of the General Plan and the city's zoning ordinance as a measure to minimize impermeable surfaces throughout the city.
- 3.2.3 The City shall cooperate with the County of San Bernardino Flood Control District pursuant to Project 3-3 to ensure that citywide development does not lead to significant adverse effects upon the county's flood control facilities.
- 3.2.4 The City shall require water retention devices in new development in order to minimize peak flows to the

surface drainage system.

- 3.2.5** Utilize development impact fees to ensure that development of drainage facilities corresponds with development within the City.

#### **Goal**

- 3.3** Ensure the eligibility of property owners for federal disasters assistance and federally insured loans or mortgages for developments within the 100-year flood zone.

#### **Policy**

- 3.3.1** The City shall enter into the U.S. Department of Housing and Urban Development's Flood Insurance Program.

#### **Goal**

- 3.4** Correct flooding problems within the City.

#### **Policies**

- 3.4.1** Address the remaining problem areas within the City that are prone to flooding, to include the following:
- o Willow, between Foothill and Baseline,
  - o Lilac, north of the AT&SF railroad tracks,
  - o Willow, north of the AT&SF railroad tracks,
  - o Sycamore, between Etiwanda and Foothill Blvd.,
  - o Valley Boulevard, between Willow and Sycamore,
  - o Sycamore, south of Valley Boulevard, and
  - o Cactus Avenue, west side, north of Walnut.

- 3.4.2** The City's Public Works Department shall prepare an updated storm drain master plan study.

- 3.4.3** The Public Works Department shall complete the design of the Cactus Basin and Highland Avenue storm drains.

### **4.0 FIRE**

Fire prevention, fire protection and emergency medical assistance (EMA) in the planning area within the City of Rialto's limits are provided by the Rialto Fire Department. The Rialto Fire Department has formal mutual joint response agreements with the Cities of San Bernardino, Fontana, Colton, as well as Central Valley Fire District and U.S. Forest Service.

As new development expands into the southwesterly edge of the City, it will become necessary to construct an additional station in order to meet acceptable fire response standards in the Agua Mansa industrial corridor. This station will be equipped with one (1) engine company and a water tender.

#### **Goal**

- 4.1** Fire prevention regulations and standards to minimize potential fire hazards and fire losses.

#### **Policies**

- 4.1.1** The City shall enact an ordinance which establishes criteria for land development with an emphasis on fire-retardant construction materials, access for fire-fighting personnel and equipment, removal of combustible vegetation, and minimizing the overall exposure to risks



associated with wildfires and adjacent structure fires. This ordinance shall be reviewed regularly and revisions recommended.

**4.1.2** The City shall ensure that development is phased in relation to the City's ability to provide an adequate level of fire protection.

**4.1.3** Utilize development impact fees to ensure that development of fire station(s) and fire fighting equipment corresponds with development within the City.

**4.1.4** Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations.

**4.1.5** The City shall develop an annual weed abatement program, this program shall include inspection, notification, and enforcement procedures.

**4.1.6** Inform the community of the Fire Department's code enforcement program and solicit community cooperation.

**4.1.7** Increase the Fire Prevention Division's effectiveness in delivering and administering programs by providing them with training in all areas of Fire Prevention, Public Safety Education and Fire Investigation.

**4.1.8** Develop new and expand existing Public Fire Safety education programs. Continue Public Safety Education, and present these programs at schools, mobile home parks, senior citizen

complexes and special events.

**4.1.9** Establish uniform inspection guidelines and procedures, to include:

- o Inspect all hazardous commercial occupancies twice a year and all ordinary commercial occupancies annually;
- o Perform sufficient reinspections to ensure that code violations are corrected; and
- o Continue a night inspection program for assembly type occupancies, and drinking and dining establishments.

**4.1.10** The Fire Department shall provide building inspection and code enforcement services within twenty-four (24) hours of the request.

#### **Goal**

**4.2** Increase the City's fire protection capabilities.

#### **Policies**

**4.2.1** Provide each member of the Fire Department with additional training. Provide supervisory skills training to all captains. Design and conduct a program to provide Building and Safety Division inspectors with additional training.

**4.2.2** Reinstitute a minimum ten (10) member Reserve Firefighter program to meet the increasing needs of the Fire Department and the City.

**4.2.3** Redesign plans and specifications for the fire station to serve the southern area of the City and



develop funding mechanisms for the construction, staffing and equipping of this station.

- 4.2.4** Develop the specifications and designs for an emergency response vehicle operated traffic control system.

#### Goal

- 4.3** Provide emergency medical service to the citizens of Rialto.

#### Policies

- 4.3.1** Establish a third ambulance company using existing personnel.
- 4.3.2** Expand the first aid/CPR citizen training program to provide training to more citizens.
- 4.3.3** Provide the public with a better understanding of the paramedic program by developing a brochure explaining the program and marketing of the subscription ambulance service.

### **5.0 HAZARDOUS MATERIALS AND WASTE**

Proper hazardous waste management constitutes one of the state's major environmental concerns. Statewide recognition of the need for better methods of hazardous waste management came about after intense media attention on improper disposal practices. Hazardous chemicals play an important role in our modern society. They contribute to the manufacture of a vast array of consumer products (i.e., televisions, computers, automobiles, and medicines) and the convenience of consumer services (i.e., dry cleaners, automotive repair). While these goods and services add to our quality of life,

they also cause the generation of hazardous waste. Reducing our reliance on hazardous materials would reduce the generation of waste. Hazardous waste will continue to be generated, however, since some materials have no substitutes. For this reason, a comprehensive plan is necessary to identify and promote programs for the reduction of hazardous waste and the safe management of wastes that remain after treatment or recycling.

Hazardous waste is defined in the California Health and Safety Code, Section 25117, as consisting of "a waste or combination of waste which because of its quantity, concentration, or physical, chemical or infectious characteristics, may either:

- o Cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness, or
- o Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed."

In order to manage the wastes generated in the County a thorough analysis of the situation is required. The County Hazardous Waste Management Plan (CHWMP) provides a comprehensive discussion of the amounts and types of wastes generated, programs to reduce the amount of waste generated, the County's need for specified hazardous waste facilities, and goals and policies regarding the management of hazardous wastes.

The City of Rialto has incorporated the applicable portions of the CHWMP into the City's General Plan as is required by

State Law AB 2948. State law does not limit the city's authority to attach conditions to the issuance of a land use application or to establish requirements or siting criteria different from those identified in the CHWMP. Any such conditions or criteria established by a city must be substantiated as necessary to protect the public health and safety since the conditions or criteria may be appealed to the State Appeal Board (SB 477, Chapter 1167, Statutes of 1987).

#### **San Bernardino County Hazardous Waste Management Plan**

On March 31, 1987 the County of San Bernardino Board of Supervisors authorized the preparation of the CHWMP. The Plan is consistent with state law and the Guidelines for Preparation of Hazardous Waste Management Plans prepared by the DHS, June, 1987.

The CHWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. The CHWMP identifies the types and amounts of wastes generated in the County, establishes programs for managing these wastes, identifies an application review process for the siting of specified hazardous waste facilities, identifies mechanisms for reducing the amount of waste generated in the County, identifies goals and policies and actions for hazardous waste management, and identifies the limitations of the data and resources.

#### **Goal**

- 5.1 Protect the health and welfare of the public, environment, and economy of the City of Rialto through a comprehensive program that ensures safe and responsible management of hazardous waste.

#### **Policies**

- 5.1.1 The City shall work with industry and the public in identifying safe and responsible solutions for the management and disposal of hazardous wastes.
- 5.1.2 The City shall work with the County and neighboring cities to prepare and update the CHWMP as well as its implementing ordinances and to develop and implement programs which reduce the amount and toxicity of the hazardous waste generated in the region.
- 5.1.3 The City of Rialto shall participate, as appropriate, with the Southern California Hazardous Waste Management Authority, with regard to the regional siting of hazardous waste facilities.
- 5.1.4 The City shall work with the Authority and the State to address regional and statewide planning issues as necessary to achieve environmentally and economically effective hazardous waste management on a local, regional and statewide basis.

#### **Goal**

- 5.2 To ensure the effective management and disposal of household hazardous waste on a City-wide level.

#### **Policies**

- 5.2.1 The City shall educate the public with regards to hazardous waste and its minimization.



5.2.2 The City shall prohibit unauthorized disposal of household hazardous waste in the Midvalley County Landfill.

5.2.3 The City shall conduct periodic collection of household hazardous waste at scheduled times and locations.

**Goal**

5.3 Protect Rialto from landfill abuses hazardous to citizens' health and safety.

**Policies**

5.3.1 The City shall develop a hazardous waste diversion program at the Midvalley County Landfill to properly manage hazardous wastes. This program is deemed necessary due to disposal of hazardous wastes within the landfill.

5.3.2 The City shall, in conjunction with County efforts, assist in establishing a larger toxic waste transfer and processing facility within the County of San Bernardino.

**Goal**

5.4 Ensure that all businesses in the City of Rialto that use hazardous materials and generate hazardous waste properly manage these substances.

**Policies**

5.4.1 Through the use of field surveys and combined efforts with the fire department, continue efforts to identify hazardous material users and hazardous waste generators within the City.

5.4.2 Upon identification of these businesses, the City shall develop a renewable license (or similar requirement) to help in the control of the storage, use and disposal of hazardous materials. This policy will be implemented by including questions regarding the use of hazardous materials and the generation of hazardous waste on both the City's business license application form and its business license renewal form. This information shall be shared with the County's DEHS.

5.4.3 Businesses that are not familiar with the new local, state, and federal requirements shall be provided information regarding these requirements in an effort to ensure compliance with regulations. Educational assistance to hazardous waste generators is important to the success of the program and every effort should be made to make these programs accessible to all businesses within the City.

5.4.4 Amend the Zoning Ordinance to require detailed information regarding the amounts and types of hazardous materials used and hazardous wastes generated, the business procedures implemented to manage these hazardous substances, and the emergency procedures employed in the event of an accident. The applicant must demonstrate that the business operations are consistent with hazardous material/waste legislation.

5.4.5 Require new or modified businesses to complete a business plan, waste minimization plan, and if applicable, a Risk Management and Prevention Program (RMPP) prior to final

approval of a land use permit for a new business or modification of an existing business. The requirements specified in AB 3777 (Chapter 1260, Statutes of 1986) and AB 3205 (Chapter 15, Statutes of 1988) regarding the applicability of the RMPP shall be identified in the amendment.

#### Goal

- 5.5 Establish a comprehensive and accurately maintained data base to assist in program development and to assess facility capacity needs.

#### Policies

- 5.5.1 Participate in the County's efforts to develop a comprehensive automated waste tracking system through the development of a compatible tracking system within the City.
- 5.5.2 Participate in the County's policy to update hazardous waste data on a yearly basis and in the revision of the County's Hazardous Waste Management Plan at least once every three years by providing pertinent background data.
- 5.5.3 Forward all pertinent hazard material use, storage and disposal data to DEHS.

#### Goal

- 5.6 Minimize the generation of hazardous waste in Rialto.

#### Policies

- 5.6.1 The City shall encourage and promote practices that will, in

order of priority: 1) reduce the use of hazardous materials and the generation of hazardous waste at their source; 2) recycle the remaining hazardous wastes for reuse; and 3) treat those wastes which cannot be reduced at the source or recycled. Only residuals from waste recycling and treatment shall be land disposed.

- 5.6.2 Provide industry with the technical information necessary to develop waste minimization programs in conjunction with the County of San Bernardino's DEHS's efforts to educate, provide technical services, provide economic incentives, and promote recognition programs for firms who achieve notable success in reducing hazardous waste.

- 5.6.3 Rialto, in conjunction with the County and the District Attorney, shall develop policies for violations of the requirements set forth in Section 25552 of the California Health and Safety Code. The policies developed to address such violations shall acknowledge the following:

- 1) Whether the action is a knowing, willful, negligent, or inadvertent violation;
- 2) Whether the violator agrees to the schedule of compliance specified by the City; and
- 3) Whether the violation was discovered during an onsite consultation carried out pursuant to this chapter.



**Goal**

- 5.7 Reduce the risks associated with the storage of hazardous materials and their threats of contamination of groundwater.

**Policies**

- 5.7.1 The City shall require all hazardous waste generators and hazardous materials handlers to report any equipment malfunction or upset which may cause hazardous waste to be emitted.
- 5.7.2 The City shall adopt an ordinance which will include the following requirements:
- o Secondary containment of hazardous substances,
  - o Segregation of incompatible materials,
  - o Storage of hazardous substances restricted to areas with surfaces impervious to the substance,
  - o Methods of preventing runoff of rain water and/or collection of rain water if the area is not covered,
  - o Fencing and/or other security of the area with adequate signs present to inform of the presence of hazardous materials,
  - o Emergency equipment to be stored onsite as appropriate, and
  - o Minimum storage distances from adjacent land uses.

This ordinance shall also establish a system for identifying all handlers of hazardous substances by such measures as: review of telephone directories and other business listings, exchange of information with city code enforcement officers, local fire agencies, and city business license offices, and field surveys as

necessary. In addition, the ordinance shall establish procedures by which each place of business registered in the materials handler program is reviewed periodically to verify the hazardous substance inventory on file and to advise the handler of safe storage practices.

- 5.7.3 The City will prepare an annual report detailing the number of storage facilities under permit, the nature of their contents, monitoring programs in use, the number of facilities inspected, and a listing of sites where an unauthorized release has occurred and its clean-up status. This shall be reported to the County for their annual report.
- 5.7.4 The City shall prohibit businesses from storing hazardous materials for commercial use in residential areas.
- 5.7.5 The City shall coordinate with the County in developing a list of home occupations that use hazardous materials or generate hazardous waste within the City's jurisdictional boundaries.
- 5.7.6 The City shall participate in the development of the County-wide groundwater protection strategy.

**Goal**

- 5.8 Reduce the threat of hazardous materials and wastes to residential areas.

**Policies**

- 5.8.1 The City shall establish a program by which records are maintained of performance of underground storage facilities,

ongoing monitoring programs shall be developed to evaluate whether current requirements provide adequate protection, or whether areas with high groundwater, thirty (30) feet or less, require more stringent protection.

- 5.8.2 The City shall establish a Memorandum of Understanding (MOU) between the Regional Water Quality Boards and the County's DEHS which will identify the respective duties of the Water Boards and the DEHS regarding oversight of mitigation efforts for groundwater protection.

#### Goal

- 5.9 Establish an effective and expeditious application review process which applies a uniform set of criteria for siting specified hazardous waste facilities that includes extensive public participation, as well as coordination among the City, local, state, and federal agencies for all facility applications within the City.

#### Policies

- 5.9.1 The City shall establish a Hazardous Materials Zoning overlay district for the heavy industrially zoned portions of the Agua Mansa Industrial Specific Plan area, which will provide regulations as to the requirements of hazardous waste facilities and review of such applications. The overlay shall be applicable to all specified hazardous waste facility applications within the heavy industrially zoned portions of the Agua Mansa Industrial Specific Plan area. The purpose of the

overlay is to ensure that facilities are sited in only certain areas within the Agua Mansa Industrial Specific Plan area, provide a buffer for such facilities so as to eliminate incompatible uses identify permitted uses within the overlay, and outline the permit review procedures. Specifically the ordinance shall contain the following:

- o A requirement that specified hazardous waste facilities may locate in the heavy industrially zoned areas of what is known as the Agua Mansa Industrial Corridor Specific Plan area with a Conditional Development Permit and the hazardous waste Facility overlay to include:
- o Siting criteria;
- o Application procedures;
- o A requirement that all specified hazardous waste facility applications are subject to a Special Use Permit with a copy of the disclosure statement required by the Health and Safety Code, Section 25200.4;
- o A requirement that all specified hazardous waste facility applications include information about the project proponents past business practices with a copy of the disclosure statement required by the Health and Safety Code, Section 25200.4; and
- o Discretionary application review requirements to ensure that developers are aware of the studies that will be required in the environmental analysis when assessing the merit of facility applications (specifically a reporting and monitoring program shall be adopted to mitigate or avoid significant environmental impacts as required by AB 3180 (Chapter

1232, Statutes of 1988).

- 5.9.2 The City shall establish a fee program which will require the applicant for such facilities to fund review activities pursuant to Government Code Section 65941.5 and the Health and Safety Code Section 25199.7.
- 5.9.3 The City of Rialto shall amend the City's Zoning Ordinance to require all specified hazardous waste facilities to be permitted only with an approved Conditional Use Permit in areas with a zoning overlay allowing such facilities.
- 5.9.4 Expand outreach efforts throughout the City, City departments, and the real estate industry regarding the new planning and reporting requirements as well as the identification of the types of businesses which may be affected by these requirements. Such a program should include the development of brochures and flyers describing the requirements and an identification of businesses which are likely to handle acutely hazardous materials.
- 5.9.5 Require a Conditional Development Permit for all businesses or governmental facilities handling acutely hazardous materials in excess of 55 gallons, 500 pounds, or 200 cubic feet.
- 5.9.6 Restrict those businesses handling acutely hazardous materials of those quantities described above to the Hazardous Materials Overlay Zone, consisting of those heavy industrially zoned areas in the Aqua Mansa Industrial

Corridor Specific Plan area.

- 5.9.7 The City shall coordinate with and participate in any regional or county-wide programs, meeting or review boards which address any hazardous waste facilities or their applications.
- 5.9.8 The City shall set aside a portion of the revenues collected from hazardous waste facilities for programs that encourage safe and responsible management of hazardous waste. (State law authorizes that a tax, not to exceed 10% of gross receipts, be levied on approved hazardous waste facilities).

#### Goal

- 5.10 Ensure the safe transportation of hazardous materials and waste in and through the City of Rialto.

#### Policies

- 5.10.1 Specified hazardous materials and wastes shall be transported on routes that can safely accommodate additional truck traffic, do not pass through residential areas, and use interstate or state divided highways as major routes.
- 5.10.2 The City shall require applicants for specified regional hazardous materials and waste facilities to fund analysis of transportation concerns, when transporting hazardous materials. This transportation study shall provide;



- o Describe the projected volumes of hazardous materials and/or waste transported into and through the City;
- o Identify all reasonably available highway and railway routes in the City and surrounding area, and the development and comparison of the risk associated with the alternate routes;
- o Compare the risk associated with transporting hazardous materials and/or waste in different truck and rail cargo tanks;
- o Identify route-specific, risk-reducing measures for each route examined; and
- o Identify and evaluate the procedures, technology, and external risk-reducing measures to transport hazardous materials and/or waste by truck and rail.

5.10.3 The City shall work with regional transportation planners in ensuring that local issues are addressed in regional transportation plans for hazardous substances and wastes.

5.10.4 The City shall develop an education program for hazardous waste generators, this program shall include information on proper labeling, placarding, and manifesting requirements.

#### Goal

- 5.11 To ensure the safe management of hazardous material and continue to provide a comprehensive response to emergency situations.

#### Policies

5.11.1 The City shall continue to conduct a hazardous waste generator and hazardous waste material handler inspection program; this program shall emphasize education and technical assistance to such handlers and generators regarding statutory requirements and waste minimization.

5.11.2 The City shall continue to coordinate enforcement efforts with the State DHS, the Regional Water Quality Control Boards, the Air Quality Management Districts, as well as other federal, state, and local agencies. The City shall fund this enforcement program through permit fees, because enforcement efforts provide a mechanism for ensuring compliance with hazardous material/waste regulations.

5.11.3 The City shall develop a continual awareness program that informs the police, fire, and other agencies about the procedures and responsibilities specified by local, state and federal agencies.

#### Goal

- 5.12 Promote public participation and education in the implementation of the programs identified in this Element and the County's Waste Management Plan.

#### Policies

5.12.1 The City shall establish a hazardous Waste Management Advisory Committee to review reports on implementation of the



plan, consider new program directions, guide a public education program, and assist in revising and updating the plans which relate to the management of hazardous materials.

- 5.12.2 The City of Rialto shall continue to promote its Local Assessment Committee (LAC).

## 6.0 AIRPORT SAFETY

The Rialto Municipal Airport (RMA) is a general aviation airport, a category of airport defined as accommodating "all facets of aviation except commercial air carriers and military flying." RMA is also designated by the Federal Aviation Administration (FAA) as a reliever airport for Ontario International Airport, relieving the larger facility of some of the general aviation activities which would otherwise locate there. The reliever designation provides RMA with priority status for FAA funding.

RMA was established in 1946 and has been in continuous operation since that time. Originally occupying about 300 acres, its boundaries are now being extended by the acquisition of 152 acres to the north and east of existing boundaries in the first phase of the Airport's planned improvement program.

The Rialto Municipal Airport Master Plan (Rialto Municipal Airport Draft Master Plan Report for the City of Rialto, December, 1989) identifies eleven specific projects which are planned and scheduled for construction over the 20 year planning cycle. These projects have been identified to remedy existing problems and/or supply the necessary facilities to meet future aviation demands.

Safety of the airport and its related

activities is measured against the airport's fulfillment of the Federal Aviation Regulation Part 77 criteria, the flight paths utilized, and estimated total runway capacity. The new facility will have completely clear approach and departure paths, and runway capacity will not be exceeded within the time frame (20 years) of the planning period. There is, however, a sanitary landfill adjacent to the airport, creating an increased potential for accidents caused by birds.

### Goal

- 6.1 The Municipal Airport shall be operated and maintained in a safe manner for the welfare of all users and residents.

### Policies

- 6.1.1 Ensure strict adherence to the Federal Aviation Regulation Part 77 clearance criteria.
- 6.1.2 Continue to develop the airport through the acquisition of additional land for clear zone protection, the construction of a new runway and the addition of a control tower. To this end, apply for an FAA grant to continue property acquisition for clear zone protection, and secure approvals and funding for establishment of an air traffic control facility at the airport.
- 6.1.3 The Airport Director and the Fire Department shall work together to assess the need for, and develop specifications for, an airport crash/rescue truck.
- 6.1.4 Install additional or replacement lighting, signage and paint striping as necessary to improve

the public's ability to navigate on the field, especially at night.

- 6.1.5** Determine improvements needed for compliance with current environmental requirements pertaining to disposal of solvents and petroleum based products.

- 6.1.6** Prepare a plan for the long term retention or replacement of underground fuel storage tanks and evaluate potential requirement for a centralized tank farm.

## **7.0 LAW ENFORCEMENT**

The City of Rialto has its own police department with over 83 sworn officers with authorization to provide 97 officers for the City. The police department provides the City with a full range of services which includes uniformed patrol, vice and narcotics, gang prevention, D.A.R.E. (Drug Abuse Resistance Education), investigation, K-9 unit, traffic, human services, and administrative and supervisory functions.

The City is presently served from a single headquarters building located in the Civic Center at 128 North Willow Avenue. A police sub-station was recently constructed in the northernmost part of Rialto at 3288 North Alder Avenue.

### **Goal**

- 7.1** To provide a safe and secure environment for the City's residents, workers and visitors.

### **Policies**

- 7.1.1** The City shall require new development and improvements to employ defensible space concepts into site design and building specifications (i.e., appropriate setbacks, adequate lighting of sidewalks and parking areas, resident surveillance sight lines, and the use of burglary-resistant hardware and fixtures in buildings).
- 7.1.2** The City shall continue to encourage the Neighborhood Watch program and shall provide ongoing support to participating neighborhoods.
- 7.1.3** Increase traffic safety by increasing hazard violation citations by 10% annually.

### **Goal**

- 7.2** The City shall provide a minimum of one full-time police officer for every 650 to 750 residents.

### **Policies**

- 7.2.1** Utilize development impact fees to ensure that development of police facilities corresponds with development within the City.
- 7.2.2** Implement a downtown business foot patrol using reserve officers on a limited basis.
- 7.2.3** Open the Police Departments northwest neighborhood police center. Increase the beat patrol in the northwest area to full time coverage.

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## GLOSSARY

**Acre** - A measure of land equalling 43,560 square feet.

**Acres, Gross** - The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

**Acres, Net** - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private roads rights-of-way, public open space, and flood ways.

**Adverse Impact** - A negative consequence for the physical, social, or economic environment resulting from an action or project.

**Affordable Housing** - Housing is considered affordable to all households if it costs no more than 30% of the gross monthly income for rents and up to 3.0 times annual income for purchasing a home; these are the standards used by the federal and state government and the majority of lending institutions.

**Agriculture** - Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

**Air Basin** - One of fourteen self-contained regions, minimally influenced by air quality in contiguous regions, within which atmospheric and source interaction occurs.

**Air Pollutant Emissions** - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

**Air Quality Management Plan (AQMP)** - A plan, prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG), to achieve and maintain ambient air quality standards in jurisdictions designated by the state legislature.

**Air Quality Standard** - A health-based standard for air pollution established by the federal government and the state.

**Alquist-Priolo Special Studies Zone** - A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

**Ambient Air Quality** - The quality of the air at a particular time and place.

**Ambient Noise Level** - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**Arterial** - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

**Average Daily Traffic (ADT)** - The total volume of traffic on a given road during a specific time period.



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**Buffer Zone** - An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

**Building** - Any structure used or intended for supporting or sheltering any use or occupancy.

**Building Height** - The vertical distance measured from the ground to ceiling of the uppermost story.

**California Environmental Quality Act (CEQA)** - State legislation adopted in 1970 which ensures the protection of the environment. This legislation also required California governmental agencies, at all levels, to develop standards and procedures necessary to protect environmental quality.

**Capital Improvement Program (CIP)** - A program, administered by the City or the County government and reviewed by the Planning Commission, which schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

**Carrying Capacity** - Used in determining the potential of an area to absorb development: (1) the level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats; (2) the upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired; and (3) the maximum level of development allowable under current zoning.

**Census** - The official decennial enumeration of the population conducted by the federal government.

**Class I (bicycle path)** - An exclusive bicycle facility with traffic crossings minimized. Asphalt, concrete, or other all-weather surface as appropriate.

**Class II (bicycle lane)** - A separate bicycle travel lane painted on major and secondary arterials.

**Class III (bicycle route)** - A street which is signed as a bicycle route, but which does not include a separate travel lane for bicycles.

**Collector** - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

**Community Development Block Grant (CDBG)** - Federal allocation of funds to a jurisdiction for discretionary disbursement, generally utilized for local community development projects which benefit low income residents.

**Community Noise Equivalent Level (CNEL)** - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

**Community Redevelopment Agency (CRA)** - A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, replanning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified



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area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with the adopted General Plan.

**Congestion Management Plan (CMP) -**

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, and trip reduction programs involving transportation systems management. AB 1791, effective August 1, 1990, requires all cities and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

**Conservation -** The management of natural resources to prevent waste, destruction or neglect.

**Critical Facility -** A facility housing or serving people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

**Cumulative Impact -** As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

**Decibel (dB) -** A unit for describing the amplitude of sound, equal to twenty times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**Dedication -** The turning over by an owner or developer of private land for public use, and the acceptance of land

for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

**Density -** Dwelling units per acre.

**Density Bonus -** The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides twenty percent of its units for lower income households, or ten percent of its units for very-low income households, or fifty percent of its units for seniors, is entitled to a density bonus.

**Design Review -** The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. Design review usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

**Development Impact Fee -** A fee levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, et seq, specifies that development fees shall not exceed the estimated reasonable cost of providing the service

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for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

**Development Rights** - The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning.

**Discretionary Decision** - As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgement in deciding whether to approve and/or how to carry out a project.

**Dwelling Unit** - A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Easement** - Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

**Endangered Species** - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Environmental Impact Report (EIR)** - An informational document used in the decision-making process which identifies the effects that a proposed project or

activity will have on the natural and man-made environments. It must be prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 and must address nine mandatory issues: project description, environmental setting, adverse environmental effects, short and long term use, irreversible environmental changes, growth inducement, alternatives to the project, and natural and human environmental resources.

**Family** - Two or more persons related by birth, marriage, or adoption; or an individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or group of persons occupying a hotel, lodging house or institution of any kind.

**Fault** - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

**Flood Insurance Rate Map (FIRM)** - The official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

**Flood Plain** - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

**Floor to Area Ratio (FAR)** - The ratio of the gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one to two places. For example, on a site with 10,000 net square feet of land area, an FAR of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000



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square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet.

**General Plan** - A compendium of city or county policies regarding long term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Land Use, Circulation, Housing, Conservation, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation).

**Goal** - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

**Green Acres Project Water** - Wastewater that has undergone primary treatment is used to irrigate land.

**Groundwater** - Subsurface or underground water resources, often confined to aquifers capable of supplying wells and springs.

**Growth Management** - The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service and other programs.

**Guidelines** - General statements of policy direction around which specific details may later be established.

**Habitat** - The physical location or type of environment in which an organism or biological population lives or occurs.

**Hardscape** - Those elements or features which are incorporated into the landscape treatment of an area, and refer to those design components which are not considered plant materials. Such features may include lighting, signage, and street furniture (consisting of trash enclosures, bicycle racks, benches, planters, decorative walkways, newspaper racks, etc.).

**Hazardous Material** - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels, as established by state and federal agencies.

**Historic** - Important, significant, famous, or decisive in history.

**Household** - The census considers all persons living in a dwelling unit to be a household, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

**Impact** - The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social or economic conditions.

**Implementation Measure** - An action, procedure, program or technique that carries out general plan policy.

**Improvement** - The addition of one or more structures or utilities on a parcel of land.

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**Infrastructure** - The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

**Issues** - Important unsettled community matters or problems that are identified in a community's General Plan and dealt with by the Plan's goals, policies, plan proposals, and implementation programs.

**Jobs/Housing Balance** - The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute, less than 1.0 indicates a net out-commute.

**Landscaping** - Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

**Land Use** - The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

**Land Use Classification** - A system for classifying and designating the appropriate use of properties.

**Level of Service (LOS)** - A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways.

**Mitigation** - The lessening or elimination of the impacts of an action through changes in the proposed action or the undertaking of additional measures.

**Mixed Use** - Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A single site may include contiguous properties.

**Noise Exposure Contours** - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.

**Non-attainment** - The conditions of not achieving a desired or required level of performance. Frequently used in reference to air quality.

**Non-conforming Use** - A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

**Open Space** - Land or water which is essentially unimproved and devoted to an open space use for the purposes of: (1) the preservation of natural resources; (2) the managed production of resources; (3) outdoor recreation; or (4) public and safety.

**Ordinance** - A law or legislation set forth and adopted by a governmental authority, usually a city or county.

**Overlay** - A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.



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**Parcel** - A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

**Peak Hour/Peak Period** - For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

**Planning Area** - The planning area is the land area addressed by the General Plan, and coincides with the Sphere of Influence and encompasses land both within the City Limits and potentially annexable land.

**Planning Commission** - A five member body created by the City in compliance with California law which requires the assignment of the planning functions of the City to the Planning Department, Planning Commission, hearing officers, and/or the legislative body itself.

**Policy** - A specific statement which sets forth guidelines for future action.

**Pro Rata** - Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

**Rare or Endangered Species** - A species of animal or plant listed in Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 7.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

**Recreation, Active** - A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, as well as various forms of children's play equipment.

**Recreation, Passive** - Type of recreation or activity that does not require the use of organized play areas.

**Redevelopment** - Community Redevelopment Law, Part 1, Division 24, State of California Health and Safety Code provides that any city can establish a Redevelopment Agency to prepare and adopt redevelopment plans in order to revitalize problem areas and remedy blighted conditions.

**Redevelopment Agency** - A redevelopment agency created pursuant to the community redevelopment law or a legislative body which has elected to exercise the powers granted to a redevelopment agency by the community redevelopment law, as stipulated in Health and Safety Code Section 33003.

**Redevelopment Plan** - The legal document which contains certain statutory requirements, defines the project area and describes the redevelopment process and financing mechanisms. Provides the legal framework for the redevelopment process, as identified in Health and Safety Code Section 33010.

**Regional** - Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

**Regional Mobility Plan (RMP)** - A comprehensive regional planning document for the SCAG region which provide specific means for recapturing and retaining the transportation mobility levels of 1984.

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**Rehabilitation** - The repair, preservation, and/or improvement of substandard housing.

**Resources, Non-renewable** - Refers to natural resources, such as fossil fuels and natural gas, that, once used, cannot be replaced and used again.

**Retrofit** - To add materials and/or devices to an existing building or system to improve its operation or efficiency.

**Rezoning** - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses in a zoning district and/or on a designated parcel or land area.

**Right-of-way (ROW)** - The entire width or property for the use of highways, flood and drainage works, overhead and underground utilities, or any related improvements.

**School District Lands** - Properties owned by public school districts and used for educational, recreational, and administrative purposes.

**Significant Effect** - A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

**Single Family Dwelling, Attached** - A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

**Single Family Dwelling, Detached** - A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

**Single Room Occupancy (SRO)** - A single room, typically 80 to 250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

**Southern California Association of Governments (SCAG)** - An association comprised of local governments, counties, and cities within Riverside, San Bernardino, Orange, Los Angeles, Imperial and Ventura counties.

**South Coast Air Quality Management District (SCAQMD)** - The air pollution control district for the area which includes Orange, Los Angeles, Riverside and San Bernardino counties.

**Solid Waste** - All putrescible and nonputrescible solid, semisolid and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes.

**Specific Plan** - A Specific Plan is a tool to implement the General Plan which permits transfer of density requirements and deviations from General Plan policies for a particular site. However, the site as a whole must be consistent with the General Plan's density requirement and developed guidelines as well as all government codes. The advantage of the Specific Plan is that it permits a fully planned development to be implemented incorporating common space and recreation, commercial and industrial area along with other amenities to meet the needs of its potential residents or users. (State of California Government Code Section 65450 et seq.)



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**Sphere of Influence** - The probable ultimate physical boundaries and service area of a local governmental agency, as established by the Local Agency Formation Commission (LAFCO).

**Subdivision** - The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

**Subdivision Map Act** - Division 2 (Sections 66410 et seq) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

**Transit** - Transit services include, but are not limited to, bus, light rail, rapid transit, commuter rail services and facilities, and carpools and ridesharing in private vehicles.

**Transportation Demand Management (TDM)** - The implementation of strategies which will encourage individuals to either change their mode of travel from a single-occupancy vehicle, eliminate the trip altogether, or commute at other than peak periods.

**Transportation System Management (TSM)** - Strategies that are designed to improve traffic flow through modifications in the operation of existing facilities.

**Trip Generation** - The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the

basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

**Truck Route** - A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

**Vehicle Miles Travelled (VMT)** - A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

**Volume to Capacity Ratio (V/C)** - A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. At a ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period."

**Watercourse** - A permanent stream, intermittent stream, river, brook, creek, channel, or ditch for water, whether natural or man-made.

**Xeriscape** - Use of drought tolerant landscaping materials.

**Zero Lot Line** - A structure distinguished by the location of one exterior wall on a side property line.

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**Zoning** - A legal device used by local jurisdictions to control development density and insure that land uses are properly situated in relation to one another.

**Zoning District** - A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

**Zoning Map** - Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.



## INTRODUCTION

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Chapter 1451, Statutes of 1989, amended Section 65583 of the Government Code to require analysis and program efforts for preserving assisted housing developments by January 1992. The following components are required in the housing element:

- √ Inventory of units at risk of losing use restrictions.
- √ Cost analysis of preserving at-risk units versus replacing them.
- √ Non-profit entities capable of acquiring and managing at-risk projects.
- √ Potential preservation financing sources.
- √ Number of at-risk projects/units to be preserved.
- √ Efforts to preserve units at risk of losing use restrictions.

## LEGISLATIVE REQUIREMENTS

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The assessment of housing needs was expanded by the new legislation; according to Section 65583(a)(8):

"An analysis of existing assisted housing developments that are eligible to change to non-low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of use restrictions. "Assisted housing developments", for the purpose of this section, shall mean multi-family rental housing that receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multi-family revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multi-family rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project by project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government which have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amount of funds under each available program which have not been legally obligated for other purposes and which could be available for use in preserving assisted housing developments."

Section 65583(b) now reads:

"A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." (emphasis added)

The housing program requirements were amended to include:

"Preserve for lower income households the assisted housing developments identified pursuant to paragraph (8) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (8) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance."

With regard to time schedule:

"The analysis and program for preserving assisted housing development required by the amendments to this section enacted by the Statutes of 1989 shall be adopted as an amendment to the housing element by January 1, 1992."

## ANALYSIS PERIOD

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The City of Rialto adopted a Housing Element in 1989. An amendment to the Housing Element will be adopted in 1991. A review and revision of the Housing Element is due by mid-year 1994. Thus, the 10-year analysis period is:

- √ 1989 to 1994
- √ 1994 to 1999

## INVENTORY

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According to HCD, the inventory must identify projects with affordability controls, and determine potential conversion dates, compile information on those with conversion dates within the 10-year analysis period, by each 5-year period. The inventory should include all *multi-family rental units* which are assisted under any of the programs listed below:

1. HUD programs:

Section 8 Lower-Income Rental Assistance project-based programs:

New Construction  
Substantial or Moderate Rehabilitation  
Loan Management Set-Aside

Section 101 Rent Supplements  
Section 213 Cooperative Housing Insurance  
Section 221(d)(3) Below-Market-Interest-Rate Mortgage Insurance  
Section 236 Interest Reduction Payment Program  
Section 202 Direct Loans for Elderly or Handicapped  
Community Development Block Grant Program

- 2. FmHA Section 515 Rural Rental Housing Loans
- 3. State and local multi-family revenue bond programs
- 4. Redevelopment programs
- 5. Local in-lieu fee programs or inclusionary programs
- 6. Developments which obtained a density bonus and direct government assistance pursuant to Government Code Section 65916

# CHART 1 PROJECT SUBSIDY COMBINATIONS

Loan Insurance, Low-Interest Loan, or Regulatory Assistance Programs	<u>RENTAL SUBSIDY PROGRAMS</u>				
	<u>SECTION 8</u>			Section 101	
	New Construction	Substantial Rehabilitation	Moderate Rehabilitation	Rent L M S A	Supp
<i>FEDERAL<sup>2</sup></i>					
HUD 221(d)(3) BMIR				X	X
HUD 221(d)(3) Market Rate				X	X
HUD 221(d)(4) Market Rate	X	X			
HUD 236				X	X
HUD 202	X			X	X
FmHA 515	X	X			
<hr/>					
<i>STATE/LOCAL</i>					
Revenue bonds which are:					
1. State financed (CHFA)		X	X		X
2. Locally financed	X	X	X		
Redevelopment Housing Funds	X	X			
Community Development Block Grant Funds	X	X			
In-Lieu Fee Program	X				
Density Bonus with Fianncial Contribution	X				
Inclusionary Program					

<sup>2</sup> Although the Section 221(d)(3) and (4) market-rate programs are not by themselves at risk of conversion, nor included in the programs required to be inventoried, they frequently are found in combination with Section 8 programs which are to be inventoried.



Units assisted by the above programs and at-risk include those:

- √ Eligible to change to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions; and
- √ Eligible within the ten-year period following the statutory adoption “due-date” of the housing element amendment (1989-1999).

### HUD Projects

There are three HUD-assisted 236 projects in the City. Each project is listed below by each five-year planning period.

#### **1989-1994 Planning Period**

##### Section 236 Developments

1. Casa Rialto  
300 Spruce Avenue  
94 units; 34 Section 8  
Earliest Date of Subsidy Termination: 18 March 1994 (FHA)  
26 October 1991 (Section 8)

#### **1994-1999 Planning Period**

##### Section 221 (d)(4)

2. Southpointe Villa  
302 West Merrill Street  
100 units; 99 Section 8  
Earliest date of Subsidy Termination: 15 October 1995 (Section 8)
3. Willow Village  
1150 N. Willow Street  
100 units; 100 Section 8  
Earliest date of Subsidy Termination: 7 January 1996 (Section 8)

### **County Revenue Bond Projects**

There are three projects in the City of Rialto that utilized multi-family revenue bonds for financing. One of the three projects does not expire within the 10-year planning period. The other two projects expire within the 1994-1999 planning period.

Heritage Park Rialto is a 161-unit senior citizen apartment project located at 303 West Merrill Avenue. Twenty percent of the dwelling units are rented to low- or moderate-income tenants at affordable rents. One-bedroom apartments rent for \$385 per month and two-bedroom apartments rent for \$505 per month. Affordability requirements, which are in effect for a 10 year period, expire in September 1996.

Quail Pointe is a 192-unit apartment complex located at 1651 North Riverside Avenue. This project is subject to the same affordability criteria as Heritage Park Rialto. One bedroom apartments rent for \$410 per month and two-bedroom apartments rent for \$550 per month. The affordability requirements for this project expire in July 1995.

During the 1994-1999 planning period, 70 assisted units (20% of units in each project) in County bond-financed projected will be at risk.

### **City Revenue Bond Projects**

The Vineyards, located at 962 West Second Street, was financed with City revenue bonds. The dollar-matching loan, with zero percent interest, becomes a grant after a ten year period. During the contract period, 20% of the units must be available for tenants at 80% of the median income. As of FY 1990-91, 307 of the 360 units were rented. Of the 72 units reserved for target households, 63 were rented. Eight units are equipped for handicapped households. No units are reserved for the elderly. Target units are occupied as follows:

- One member households — 18
- Two member households — 13
- Three member households — 14
- Four member plus households — 18

There are 23 one-bedroom apartments, 28 two-bedroom apartments, and 12 three+ bedroom apartments. Average rents for targeted units are \$395 for one-bedroom units, \$450, for two-bedroom units, and \$550 for three + bedroom units. Affordable requirements expire in June 1995.

## COST ANALYSIS

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Section 65583(a)(8)(B) requires an analysis of:

- √ The cost of producing new rental housing comparable in size and rent levels to replace the units which could convert.
- √ The cost of preserving all the developments at risk of converting.

These costs can be estimated on an aggregate basis for each of two five-year periods. According to HCD, if it is not possible to estimate preservation costs directly, it is permissible to describe whether such costs are anticipated to be higher or lower than replacement estimates, and for what reason, as well as the magnitude of the difference in estimates.

### Replacement Cost Estimates

During the first five-year period, 34 units are at risk of conversion to market rate housing. The market rate cost of producing new rental housing would be subject to many variables including land costs, densities, unit sizes and quality. Based on the assumption of an average production cost of \$80,000 per unit, the total costs for 34 units would be \$2,720,000.

### Preservation Cost Estimates

Preservation costs are likely to be less expensive than production costs. However, until the final LIHPRHA regulations are in place, it is too difficult to quantify preservation costs.

## LIHPRHA Procedures

Preservation of all three 236 projects is regulated by the “Low-Income Housing Preservation and Resident Homeownership Act of 1990” which established a mandatory program for eligible low-income housing. Properties covered by the 1990 Act include housing assisted under Section 236 of the National Housing Act and are within two years of expiration of the original 20-year lock-in period. The earliest date of subsidy termination for all three projects is in 1993. Two years before its original prepayment rate is the earliest date a project becomes “eligible low-income housing” and an owner can file a notice of future intent.

For owners of covered eligible low-income housing, there is no longer any right to repay the mortgage or terminate the insurance contract without HUD approval. These actions, both of which would result in the termination of affordability restrictions, may occur only in accordance with the 1990 Act’s standards and procedures. The final rules for LIHPRHA are due to be enacted by October 1991. Owner desiring to take any have three options:

- √ To terminate the affordability restrictions,
- √ To extend them in exchange for incentives, or
- √ To sell the project to a qualified purchaser with incentives to preserve it.

Owners must file a notice of intent with HUD. Chart 2 on the following page explains the process that is initiated once the owners file a notice of intent. From a practical standpoint, there are only two options: to stay in with incentives or to do a voluntary sale with incentives. The property owners of three projects have not contacted the City to indicate the option that they will select.

Owners of projects within the federal cost limits, instead of remaining in the program with incentives, may elect to voluntarily sell the property to a preservation purchaser. Upon the filing with HUD of a second notice of intent to sell the project, for 12 months the owners may offer to sell and negotiate a sale of the project only with “priority purchasers”.



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM  
ENTITLEMENT PROGRAM

## HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY

2. GRANT NUMBER

B - - - - -

3. PERIOD OF APPLICABILITY

FROM:

TO:

4. DATE OF SUBMISSION

4a.

☐ Original ☐ Revision ☐ Amendment

5.

HUD APPROVAL

(Signature of Authorized Official)

(Date)

## PART I - HOUSING ASSISTANCE NEEDS

TABLE I - HOUSING STOCK CONDITIONS

	TENURE TYPE	STANDARD UNITS		SUBSTANDARD UNITS		SUBSTANDARD UNITS SUITABLE FOR REHAB		
		OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS		VACANT UNITS
						Total	Lower Income	
		A	B	C	D	E	F	G
6	Owner							
7	Renter							

TABLE II - RENTAL SUBSIDY NEEDS OF LOWER INCOME HOUSEHOLDS

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		H	I	J	K
8	Very Low Income				
9	Percent	%	%	%	100%
10	Other Lower Income				
11	ETR				
12	To be Displaced				
13	Total				
14	Percent	%	%	%	100%

## PART II - THREE YEAR GOAL

TABLE I - UNITS TO BE ASSISTED

		REHABILITATION OF SUBSTANDARD UNITS	NEW CONSTRUCTION	CONVERSION TO STANDARD UNITS	HOME IMPROVEMENTS
		L	M	N	O
15	Owner				
16	Renter				

(UNITS EXPECTED TO ASSIST LOWER INCOME HOUSEHOLDS)

17	Owner				
18	Renter				

TABLE II - LOWER INCOME HOUSEHOLDS TO RECEIVE RENTAL SUBSIDIES

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		P	Q	R	S
19	Households to be Assisted				
20	Percent	%	%	%	100%

TABLE III - GOALS FOR HUD RESOURCES: SUBJECT TO LOCAL REVIEW AND COMMENT

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		T	U	V	W
21	Households to be Assisted				

HOUSING TYPE PREFERENCE (Maximum Number of Units that will be Accepted)

22	NEW	REHAB	EXISTING

23 ☐ Check this box if the applicant wishes to review State Housing Agency proposals within its jurisdiction.

## PART III - GENERAL LOCATIONS

24	Attach map identifying the general locations of proposed assisted housing.
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“Priority purchasers” include resident councils organized to purchase the housing under a resident homeownership program and any nonprofit organization or state or local agency that agrees to maintain the affordability restrictions for the project’s useful life. A nonprofit must be organized or chartered under state or local law, have no part of its net earnings inuring to private benefit, comply with standards of financial accountability acceptable to HUD, and have among its principal purposes significant activities related to the provision of decent and affordable housing for very low-, low- and moderate-income families. The legislative history also indicates that such organizations should be community-based and bona fide.

Taking into account the federal cost limits, HUD must provide incentives to a priority purchaser sufficient to pay the negotiated sale price, which may not exceed the preservation value of the project. This obligation is qualified only by the availability of sufficient appropriations to fund the preservation program. The preservation program has yet to receive appropriations at the Federal level.

During the 12-month “right of first offer” period, priority purchasers may submit written notice to HUD of their interest in purchasing. Within 30 days of receiving the expression of interest by a priority purchaser, HUD must provide that purchaser with information on available federal assistance for the transfer, and HUD will also require the owner to provide appropriate information on the project.

Should no bona fide offer to purchase be made and accepted during the 12-month period, then during the next three months the owner must offer to sell and may sell the housing only to “qualified purchasers”. A “qualified purchaser” is any entity that agrees to maintain low-income affordability restrictions for the remaining useful life of the project, and so it includes both priority purchasers and profit-motivated entities. As with priority purchasers, the sale price may not exceed the preservation value of the housing, and the owner or purchaser must submit a plan of action requesting incentives after acceptance of the purchaser’s bona fide offer.

Subject to appropriations, HUD must provide assistance sufficient to enable acquisition at a purchase price not greater than the project’s preservation value, to pay the debt service on the mortgage and debt service on any rehab loan, to meet project operating expenses and adequate reserves, and to receive an adequate return on any cash investment made to acquire the project.



For voluntary sales, priority purchasers also have access to the following assistance, some of which is unavailable to other qualified purchasers: 1) insurance for financing up to 95% of the preservation equity under the Section 241(f) program; 2) grants up to the present value of the total of projected published FMRs for Section 8 Existing Housing for the next 10 years (or longer, if necessary); and 3) reimbursement for transaction expenses relating to acquisition, such as ordinary transaction costs, financing fees, and operating deficit coverage.

In essence, a priority purchaser such as a non-profit corporation is eligible for an acquisition loan to acquire the property. The sales or purchase price cannot exceed the Preservation Value which is defined as the property's appraised value at its highest and best use less the costs of conversion. In many cases, a property's highest and best use is multi-family rental housing. In the examples cited below, the purchase price (preservation value) is \$5,000,000 for the 100-unit development.

Nonprofit sponsors may obtain a federally insured loan for up to 95% of "preservation equity". The term preservation equity is defined as the "preservation value" (highest and best use) less the HUD-assisted mortgage as shown below:

<b>Preservation Equity</b>	<b><u>Total</u></b>	<b><u>Per Unit</u></b>
HUD-Approved Preservation Value	\$5,000,000	\$50,000
Existing HUD Loan Balance	<u>\$1,100,000</u>	<u>\$11,000</u>
<i>Preservation Equity:</i>	<i>\$3,900,000</i>	<i>\$39,000</i>

Under Section 241(f), the nonprofit sponsors could be eligible for a loan in the amount illustrated below:

	<b><u>Total</u></b>	<b><u>Per Unit</u></b>
Preservation Equity	\$3,900,000	\$39,000
95% of Preservation Equity	\$3,705,000	\$37,050
Acq./Closing/Implementation Costs	<u>\$445,081</u>	<u>\$4,451</u>
<i>Maximum Acquisition Loan Amount:</i>	<i>\$4,150,081</i>	<i>\$41,501</i>

The “cost” of the project involves other costs besides the purchase price; these are summarized below for a prototypical 100-unit example:

COST OF PROJECT/USE OF FUNDS			
Purchase Price (Preservation Value)	\$5,000,000	\$50,000	
Rehabilitation - Hard Costs	500,000	5,000	
Rehabilitation - Soft Costs	50,000	500	
Contingency	30,000	300	
Inspections (environmental/physical)	10,000	100	
Appraisal	7,500	75	
Title/Recording	10,000	100	
Financial Consultant	25,000	250	
Misc. Expenses/Contingency	15,000	150	
Nonprofit Admin. and Overhead	70,000	700	
Legal Fees	<u>15,000</u>	<u>150</u>	
<b>Subtotal:</b>	<b>\$5,732,500</b>	<b>\$57,325</b>	
241(f) Financial Fees:			
Loan Discount	\$20,750	\$208	0.50%
FHA Application Fee	12,450	125	0.30%
Lender Financing Fee	41,501	415	1.00%
GNMA Indemnification	72,626	726	1.75%
Bond Issuance Costs	124,502	1,245	3.00%
M.I.P. (advance)	<u>20,750</u>	<u>208</u>	0.50%
<b>Subtotal:</b>	<b>\$292,581</b>	<b>\$2,926</b>	
<b>Total Costs/Uses of Fund:</b>	<b>\$6,025,061</b>	<b>\$60,251</b>	



To pay these costs, there are four sources of funds: the existing HUD Section 236 loan; the 95% of preservation equity loan (Section 241[f]); a HUD rehabilitation loan; and “gap financing”. These sources of funds are presented below:

<b>Sources of Funds</b>					
	<b>Total</b>	<b>Per Unit</b>	<b>Rate</b>	<b>Term</b>	<b>Comments</b>
Existing HUD Section 236 Mortgage	1,100,000	11,000	1.00%	40	Loan Balance
Section 241(f) Second Loan (Tax Exempt)	4,150,081	41,501	7.75%	40	95% of Pres. Equity
Rehabilitation Loan	580,000	5,800	8.50%	40	HUD rehab. loan at AFR
Gap Funding Required	<u>195,000</u>	<u>1,950</u>			
<b>Total Sources:</b>	<b>6,025,081</b>	<b>60,251</b>			

Assistance from the City to help preserve the three projects is primarily in three significant areas:

- √ Initiating and assisting in the identification, formation and capacity building of a priority purchaser such as a nonprofit sponsor.
- √ Providing financial assistance to help defray the predevelopment costs incurred by the nonprofit sponsor.
- √ Assisting in the acquisition of the projects by providing the 5% gap funding required.

The California Housing Partnership Corporation was established to provide technical assistance to cities and nonprofit housing sponsors to help preserve assisted housing at risk of conversion. That organization now has a Southern California office in Los Angeles County.

## RESOURCES FOR PRESERVATION

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Two types of resources are to be considered for preserving at-risk units, according to Section 65583(a)(8)(C):

- √ Public agencies and nonprofit housing corporations;
- √ Public financing/subsidy programs.

The housing element, according to HCD, should identify public and private nonprofit corporations which have legal and managerial capacity to acquire and manage assisted housing developments. Redevelopment agencies and housing authorities should also be considered. This analysis should not merely list nonprofit housing developers in the area; their inclusion should be based on their expression of interest (in response to a locality's inquiry) in acquiring and managing such projects.

Secondly, the element must identify and consider all federal, State, and local financing and subsidy programs which can be used to preserve assisted projects for low-income use. Financing sources required by statute to be considered in the housing element include, but are not limited to, the following:

- √ Community Development Block Grant Program (CDBG) funds;
- √ Redevelopment agency tax increment funds, including, but not limited to, Low and Moderate Income Housing Funds; and
- √ Administrative fees (reserves) of any housing authority operating within the community.

### **Public Agencies and Nonprofit Corporations**

There are presently no nonprofit organizations in Rialto and the City does not have its own housing authority. The County of San Bernardino Department of Economic and Community Development was contacted to determine whether there are non-profit organizations in the area that might have the interest and capability of acquiring units at risk. As yet, none have been found. The City of Rialto Redevelopment Agency has expressed an interest in acquiring and managing assisted units that may be at risk, depending on the amount of funds available at the time the subsidy contracts terminate. Within the next fiscal year, the Redevelopment Agency will be forming a nonprofit corporation to construct and rehabilitate low- and moderate-income housing. Due to existing financial commitments, it is anticipated that the Redevelopment Agency will not have funds to commit to assisting at-risk units until the 1994-1999 planning period.

### **Public Financing/Subsidy Programs**

#### **Community Development Block Grant Funds**

Two years ago, the City of Rialto entered into an agreement with the County of San Bernardino to borrow against future CDBG funds in order to complete infrastructure improvements in the downtown area. CDBG funds were committed through this fiscal year. During the last fiscal year, the City spent its allocation of \$219,000 on public improvements in the downtown area. For the next three year contract, funding will be approximately \$200,000 per year. A portion of this may be available for the preservation of affordable housing. CDBG projects are selected on the basis of an annual priority list. Priority items between now and 1994 will include downtown revitalization and park renovation.

Redevelopment Agency Tax Increment Funds for Low and Moderate Income Housing

State law requires redevelopment agencies to set aside at least 20% of tax increment revenues for increasing and improving the community's supply of low and moderate income housing, unless findings are made to exempt a project from the requirement. Since 1989, Rialto's set aside funds have been allocated largely to the RAMROD mobile home park project. There are accumulated balances in the 20% set aside fund, but there is a large liability for RAMROD (\$800,000). As of June 1991, there were \$400,000 in set aside reserves. It is anticipated that this amount will be utilized to reduce the RAMROD deficit.

In FY 1990-91, all set aside funds were allocated to RAMROD. For FY 1991-92, approximately \$240,000 is available in 20% set aside funds. Of that total amount, \$90,000 was allocated toward the development of RAMROD, \$120,000 to relocate persons to RAMROD, and \$10,000 to develop a Homeowners' Association for the Jackson Street area. The balance of the \$240,000 has not been spent.

For FY 1992-93, the City estimates that there will be approximately \$380,000 in set aside funds. The money is expected to be used to eliminate the remainder of the \$800,000 RAMROD debt. In the following year, Jackson Street and Glenwood Avenue are expected to be high priority areas. Both are low-income areas with high crime rates and many social problems. In these target areas, the Redevelopment Agency will act as a nonprofit corporation to provide infrastructure improvements and low interest loans for rental rehabilitation of low- and moderate-income units.

For FY 1993-94, approximately half a million dollars is expected to be available in set aside funds. It is anticipated that the funds will be divided equally between RAMROD and the Jackson Street target area. The following year approximately \$600,000 will be available. Each year about \$100,000 will be allocated to RAMROD. The balance for FY 1994-95 is expected to be divided between the Jackson Street and Glenwood Avenue target areas. The City anticipates that funds will be available to preserve assisted housing during the 1994-1999 planning period but cannot estimate at this time how much will be available.



### Bond Refunding

The contract period for The Vineyards apartment project, which was funded with City revenue bonds, will expire in 1995. There is a possibility the affordability of assisted units could be preserved for a longer period of time by refinancing the project to provide a more favorable interest rate for the owner in exchange for extending the period of affordability. This option will require further research by the City of Rialto Economic Development staff during the next year. During the 1994-1999 planning period, 72 City bond-financed assisted units will be at risk.

### **Density Bonus, Inclusionary, In-Lieu Fee, and Redevelopment Programs**

The City granted density bonuses to two senior citizen apartment projects, Greentree and Heritage Park. In both cases, the density bonus was not tied to any affordability requirements. The Heritage Park development did involve the use of revenue bonds as previously discussed.

Rialto does not have an inclusionary housing program or require affordable housing in-lieu fees.

Since 1989, Redevelopment Agency 20% set aside funds have been used for the development of a mobile home park for senior citizens. The RAMROD mobile home park is intended for owner-occupants only and does not fall within the scope of assisted housing at risk.

## PRESERVATION AND REPLACEMENT FINANCIAL PLAN ---

### QUANTIFIED OBJECTIVES ---

Localities are required to establish in their housing elements quantified objectives for the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame. The objective for units to be conserved should include a subtotal for the number of at-risk units to be preserved over the five-year planning period. This preservation subtotal should be based on the number of units in the first five years of the ten-year inventory of at-risk units developed pursuant to Section 65583(a)(8)(A). Any difference between the number of units at risk during this five-year period and the preservation objective should be explained.

## PROGRAMS FOR PRESERVATION

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According to HCD, the housing element should include programs to preserve the low-income use of at-risk projects listed in the ten-year inventory, with specific focus on units at risk during the five-year planning period. These efforts should use all financing sources identified earlier, except where the community has identified other (more) urgent needs of these funds. Programs might range from regulatory and technical assistance measures to providing direct loans or grants.

As with other housing element programs, preservation programs should be specific and concrete, indicating commitment by the locality to act. Each program should indicate a responsible party for implementation, and should include a timetable. Where units are currently at risk of conversion, the program timetable should be responsive to the particular situation. For example, a “notice of intent” filed on a Section 236 project would indicate need for a more immediate program response than for units not eligible to convert for several years, and for immediate use of the local options pursuant to federal law.

Effective program efforts will differ with the nature of the conversion risk. For federally-assisted projects under the Section 236 or 221(d)(3) BMIR programs, many local options are preempted by federal statute (Section 232 of the Low-Income Housing Preservation and Resident Homeownership Act of 1990).

### **City Policy, Objective and Program**

It is the City's goal, as stated in the Housing Element, to preserve for lower income households assisted housing units that are eligible to change to non low-income housing uses due to termination of subsidy contracts, mortgage prepayment, or expiration of use restrictions.

In order to achieve this goal, it is the City's policy to investigate all possible funding resources for the preservation of assisted units at risk.

The City of Rialto's objective is to retain to the maximum extent possible all assisted housing units in the six projects with subsidy contracts that terminate during the 1989-1999 planning period. During the first five year planning period, 34 Section 8 units are at risk. The earliest date of subsidy termination is October 1991. However, a notice of future intent has not been filed. At this time, the Redevelopment Agency does not have sufficient funds available to acquire and manage the 34 units at risk. If the owner indicates a desire to convert the units to non low-income housing, the City will negotiate with the owner and will seek assistance from the California Housing Partnership Corporation in locating a nonprofit sponsor to take over the unit.

During the second five year period, there will be 199 Section 8 units, 70 County bond-financed units, and 72 City bond-financed units at risk. Due to the large number of units that will be at risk during this five year period, the City will utilize a combination of program actions to retain units at risk.

First, the City's Economic Development Department will continue to monitor local assisted housing projects, maintaining contact with owners and with HUD. The City will request that HUD forward notifications of potential sales to the City.

The City will then utilize the following action alternatives, as appropriate, to respond to units at risk:

- Negotiate with owners for the retention of units for lower income families.
- Use set aside or CDBG funds to acquire units at risk.



- Consider a City bond financing project to extend affordability requirements at The Vineyards.
- Assist nonprofits in obtaining to purchase projects.
- Apply to HUD, the California Housing Partnership, the Local Initiatives Support Corporation, and the Southern California Association of Nonprofit Housing for technical assistance.

It is anticipated that the City will have 20% set aside funds and CDBG funds that could be allocated to the preservation of at-risk units during the 1994-1999 planning period. The City cannot, at this time, estimate the amount of funds that may be available.



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